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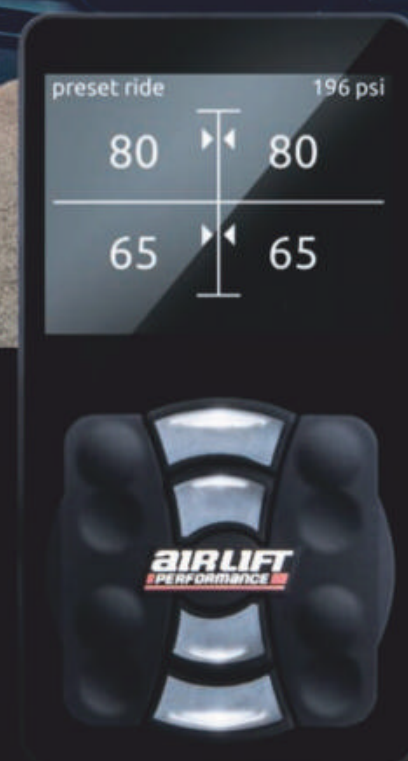
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ED START

Issue 415 December 2019

IT AIN'T OVER 'TIL IT'S OVER!

"So many tears I've cried, so much pain inside, but baby it ain't over 'til it's over,"

I'm pretty sure Lenny Kravitz wrote that song about the end of the car show season, and with TRAX been and gone (see the report on page 23), it might seem like we're done for 2019. But we're not. In fact, the biggest show of them all is about to commence. I am of course talking about SEMA.

That's right, just after I've written these distinctly average words, I'm going to pop home, iron my favourite pants and jet off to Vegas. Of course, I'd much rather be here in rainy England. But I'll stop at nothing to make sure Fast Car brings you the very latest in the world of car culture. I'm very selfless like that. Of course, I'll have my partner in crime Midge with me (well, you don't expect me to carry my own bags, do you?) and we were only chatting the other day about how excited we are to see the next-level builds, discover the freshest trends and sample a bit of Vegas nightlife. Of course, we will report back with all the action next month with our annual SEMA special.

But what about this month? Well, it's a bloody good one, especially if you're an '80s baby, because we feature a bunch of retro delights this issue. Damn, there's even a decked DeLorean DMC-12. And if new school is more your thing, we've got you covered in the form of this month's stunning Audi S3 cover car and a V10 converted BMW E60.

Anyway, I've really got to go. Those pants of mine aren't small...

Big Love,
Slim Jules

Jules

Feature Of The Month: If I was Midge, I'd be picking the DeLorean as it's one of his all-time favourite cars. But I'm not, so I'm going to pick the R5 GTT. I've always wanted a wide-arched 5 and this one has some proper nods to my teenage modifying days, including a JVC Chameleon headunit – I fitted one of these into my Calibra Turbo! Now, I really am showing my age.



Next Issue **on sale** 06 • 12 • 2019



SLIM JULES
EDITOR

"My favourite Back to the Future quote? 'When this baby hits 88mph you're gonna see some se....'"



MIDGE
CONTRIBUTING
EDITOR

"Wait a minute, Doc. Are you trying to tell me that my mother has got the hots for me?"



INITIAL G
ART EDITOR

"Roads? Where we're going we don't need roads."



GLENDA
WEBSITE EDITOR

"Your future is whatever you make it. So make it a good one!"



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This show-stopping Audi S3 was built on a driveway under a tent...



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Twitter & Instagram



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GLOSS BLACK

GLOSS GUNMETAL

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UP FRONT

BMW's Concept 4 wants to eat the planet with its massive face



There's something weird going on in BMW's design studios. If you thought things were strange in the Bangle era of flame-surfacing, wait till you get a load of the mental-as-hell faces on the new models that are bleeding through. We'll cut to the chase: it's all about the kidney grilles. These have been a BMW design motif for generations, and they've usually been quite elegant; on the sharknose cars (like the E21, the 2002, the E9 and the E24) they were slender and narrow; on the 1980s and '90s models such as the E30, E34 and E36 they were squat and purposeful – but today? They're absolutely bloody massive. Type 'new BMW X7' into

Google Images and see: that's not a photoshop, it really does look like that. The new 7 Series has absolutely massive grilles too. It's worrying.

But it's not all bad news. Take a look at the Concept 4. This is a design that kinda makes the barmy new language make some sort of sense – because you have to admit, it looks drop-dead gorgeous. Yes, it may have a snout inspired by Ronaldo running into a plate glass window, but it works well as a whole, the all-front motif flowing into a gentler tail, it's a genuinely good-looking car. And best of all, this

'concept' is essentially what the new 4 Series is going to look like when it comes out next year. OK, the super-intricate grille inserts full of tiny number-fours might not make production, or the spangly 21-inch rims, and it's not entirely obvious where they'll fit the front number plate, but basically this is it. Imagine it with enough power to speed up the entire planet a bit, and there's your new M4. Make your peace with the massive grilles, they're staying.





It may not have an Impreza badge, but the VA-series WRX STI sure does share its forefather's enthusiasm for lunatic limited-run special editions. The latest hot ticket is the WRX STI S209, and it's an absolute headcase: it costs twice what a regular STI does, and this is because it's set to be a genuine collector's item – just 209 cars are being hand-built at the STI skunkworks in Kiryu, Japan. But the rarity isn't the only thing justifying the price: that EJ25 flat-four now wears a bigger turbo running 19psi, along with bigger injectors and revised intake, resulting in 341bhp. The S209 also has stiffer dampers and shorter springs, revised anti-roll bars, and forged BBS wheels. The downside? Well, aside from that bonkers price, it's only available in the USA. And at \$63,995, it's more expensive than a Challenger Hellcat or a C8 Corvette Stingray. Subaru fanboys must be properly obsessed over there.

WRX STI JUST KEEPS GETTING MORE MENTAL



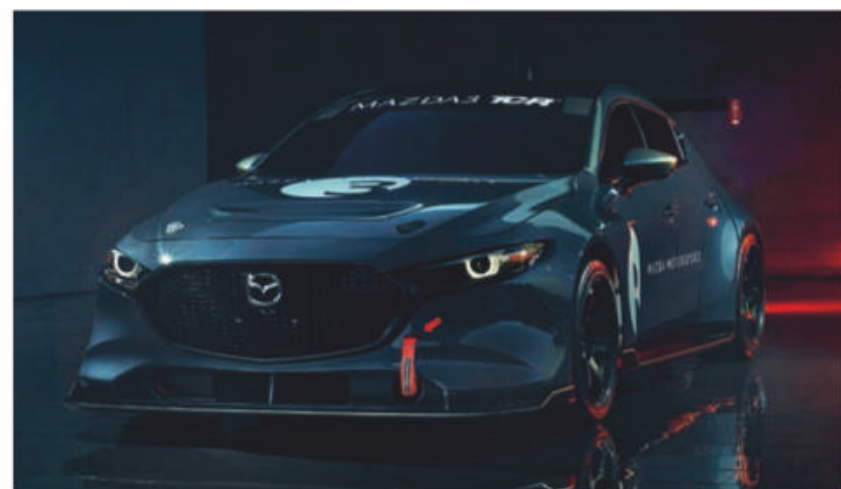
MAZDA3 HAS ANOTHER CRACK AT HOT HATCH HEROISM



prove. And thanks to Mazda North America, that point's being made rather loudly, because they've turned the unsuspecting hatchback into a balls-to-the-wall race car. It's been built to satisfy Touring Car regs in 36 different championships across the globe, and it's packing a 350bhp turbo motor with a paddle-shift 'box. The widebody kit is something every roadgoing Mazda3 owner will lust after, and we love the sodding great rear wing because, frankly, when it comes to spoilers bigger really is better. Slap some number plates on it and deliver it to the Fast Car office, we're totally into it.



The Mazda3 is a car that's been crying out for a proper hot hatch variant. Sure, the 1st- and 2nd generation models were available in fireball MPS spec, but the 3rd-gen Mazda3 was pretty wishy-washy in Europe – the most exciting one we got had 163bhp, which is OK but it's not going to set your trousers on fire. So the 4th-gen, which launched this year, has a bit of a point to



MERCEDES-BENZ EQS HAS LITERALLY NO CORNERS AT ALL



There was a time when car design was all about the angles. Back in the eighties, everything was designed with a set-square; if it's not a right angle, it's a wrong angle. Car design has mellowed dramatically over the years (we can probably thank the Ford Sierra for that), but it's fair to say that the new EQS concept from Mercedes-Benz is the first car we've seen which has absolutely no corners or creases at all. It's like a silky pebble, smoothed by the flowing current of a mighty river.

What this is, basically, is a vision of what S-Class Mercs will be in the future – super-luxurious, and fully electric. The EQS boasts

an electric drivetrain with torque-vectoring AWD, serving up 470bhp and 560lb/ft. And it's properly eco-friendly too – M-B are working hard to make cars of the future carbon-neutral, and this jellymould sports a headlining made from ocean waste and a dashboard crafted from recycled plastic bottles. And check out those crazy lights – you're looking at hologram headlights made of 188 LEDs, and the tail end has 229 lights all shaped like the Mercedes three-pointed star. So yes, there are actually some straight lines on this car – 687 shining red ones on its bum. But the rest of it is as smooth as Barry White smothered in Utterly Butterly.



What was the best FC feature car of 2019? You decide!

Voting fingers at the ready, boys and girls, because we've got a hot poll for you in the next issue. Yes, you heard, a hot poll! We'll be pulling together a list of all our favourite cars that were featured in these pages over the course of the last year, and it's up to you to vote for your favourites and crown the ultimate winner. After all, we know what we like, but you're the ones buying the mag – tell us what you loved seeing most! Remember, this is much more important than voting for X Factor because the outcome actually matters. And Midge is a much better dancer than Nicole Scherzinger.



INEVITABLE HOT GOLF ROUNDS OFF THE MK7 DYNASTY

The Mk8 Golf is hovering just over the horizon, so it's about time VW started packing up all of the leftover bits and shoving them into runout specials so they can clear the decks. Good news for fans of the evergreen Mk7, as the GTI TCR is a bit of a star – it has 286bhp, a DSG 'box and a top speed of 161mph, as well as adaptive dampers and model-specific gloss black wheels. The bodykit's been subtly revised to be more aggressive, and the fun part is that the previously-optional Akrapovic exhaust system is now standard-fit on all TCRs. You also get upgraded brakes, and the LSD from the GTI Performance, unique seats and lairy graphics. A fitting send-off for the old girl.



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Appreciating Depreciation Honda Civic Type R (FK2)

New: **£32,295** Now: **£17,000**

The FK2 Civic Type R's short production run is what's knocking prices down to silly levels today. Coming in toward the end of the 9th-gen Civic's lifespan, it was only on sale from 2015-17 before being replaced by the FK8 Type R. This means that you can get a full-fat Honda road-racer that's only a few years old for a bit more than half what it originally cost. And it's a buttload of car for the money too; the first Type R to be turbocharged, that howling VTEC motor catapults the Civic to 62mph in 5.7-seconds and goes on to a top whack of 167mph (yep, 167mph in a Civic!). It's got an absolutely amazing diff and clever dual-axis suspension, functional

aerodynamics pinched from Honda's WTCC racers, ludicrously powerful Brembos, some of the best seats ever fitted to a road car by a manufacturer, and the silly mischief of the +R button that makes everything go red and scary. This really is a frickin' awesome car, and

it's suffered staggering depreciation simply because Honda almost immediately replaced it with an updated version. A rare and supremely capable hyperhatch that's sure to go down in history as one of the all-time greats – snap one up before the collectors realise.



Top 5 Mods: Remus Valvetronic exhaust, Forge Motorsport intercooler, TDi North remap, KW V3 coilovers, Mugen rear spoiler

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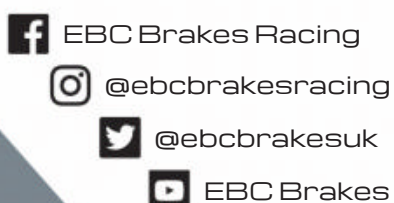
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REVVING RED CARPET

The Performance & Tuning Car Show organisers

want to celebrate modifiers with their new for 2020 Revving Red Carpet competition. This will showcase top tuned cars to a panel of tuning experts, who will select their coveted Top 20 of 2020. It will then be up to the public to choose the overall winner in an online poll.

As well as winning four VIP tickets to the show, with a luxurious overnight hotel stay and meal, the winner will have their car displayed for the whole of the Performance & Tuning Car Show 2020.

Andy Stewart, event sales manager, said: "The car-tuning industry has seen a major shift in the last decade, with the introduction of air-ride, coilovers or hydraulic suspension sparking a customisation battle

across Europe.

"To mark the elevation of the sector, we are excited to launch our Revving Red Carpet, which will, no doubt, uncover an array of hidden modified automotive gems."

The Performance & Tuning Car Show 2020 takes place at the NEC, Birmingham, on January 11 and 12, and is a unique event for enthusiasts of high-end modification and tuning. Tickets for the Performance & Tuning Car Show 2020 are also valid for the Autosport International show and the Live Action Arena, which take place at the same time. For full details on all the tickets available, visit the Autosport International website:

www.autosportinternational.com

WHAT'S ON DECEMBER 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 New Forest VW Santa Run - Southampton- Beaulieu	2 German Night - Ace Café	3	4 Drift What Ya Brung - Santa Pod	5	6 Retro Classics Bavaria - Germany NEW FAST CAR ON SALE	7
8 Retro Classics Bavaria - Germany	9	10	11	12	13	14
15	16	17 Fast Car Christmas Party	18 Hangover - Day Off	19	20	21 Waterloo Classics meet - Lower Marsh Street (Waterloo Station, London)
22	23	24	25 Santa delivers Rotiform and Air Lift	26 Cold Turkey Day - Ace Café	27	28
29	30	31 New Year's Party - Midge's Mum's house!				



THE ANGRY MAN

Brace yourselves people, I've made an amazing discovery.

After extensive online research, I've discovered that there are actually more barns in the UK than there are people, and every single one is stuffed full of desirable and interesting old cars just waiting to be sold off for a premium price on your favourite online auction site.

...or maybe it's just that everyone on eBay is a total bullshitter. There's no way that all of these 'barn finds' are actually being found in barns. Think about it. The whole point of a barn find is that it's something you discover completely by surprise in a barn, and the only way that's going to happen is if you stumble across it in a very specific set of circumstances: maybe you've retired and bought the farmhouse of your dreams, or a friend of yours has inherited the family estate, or someone in the next village has died and you've been roped in to clear out the gaff – it's only in these situations when you're likely to amble into a barn that's been sealed up for years and say 'Bloody hell, is that... is that an XR3i under all that straw?'. It doesn't count if you've dragged something out of storage that you already knew was in there, that's not a 'find', that's just selling off your old shit. And let's not forget that even if a car that's being sold as a barn find genuinely was found unexpectedly in a barn, there's probably a reason it was dumped there in the first place. The dream scenario of someone having bought a brand new car, barely used it, then carefully parked it up and never touched it again is, in 99-percent of cases, total horseshit. It's far more likely that it was stuck in a barn out of frustration and hatred because it broke and the bloody thing refused to be fixed.

And another thing – people seem to be confused about what a barn is. A barn is a large farm building generally used for storing feed or livestock. If a car has been left in a hedge, or at the back of a breaker's yard, or on someone's driveway under a tarpaulin, that's not a barn find. Because it's not in a barn. That's just a knackered car that needs restoring and you're trying to sell it at a premium on some spurious nonsense of rarity and intrigue.

Barn find, my arse. Unless you found it by surprise in an actual barn, it's just a broken old car.



AD5

Gloss Black, Gunmetal / Polished
& Gloss Black / Polished
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ASSASSIN

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& Gloss Black / Polished
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8.5x19" 8.5x20"



ASSASSIN GT2

Gloss Black / Polished
8.5x18" 8.5x20"



STUTTGART ULTRA CONCAVE

Gloss Black /
Polished Face
8.5x20"



WOLFSBURG

Gloss Black &
Gloss Black / Polished
8.5x20"



LUCCA

Gloss Black / Polished, Gloss Black & Polar Silver
6.5x16" 6.5x17" 7.5x17" 8.0x18" 8.0x19" 8.0x20"



TORINO

Gloss Black / Polished, Polar Silver
6.5x16" 7.5x17" 8.0x18" 8.0x19"



AERO

Gloss Black / Polished, Gunmetal /
Polished, Bronze & Matt Black / Polished
8.5x18" 8.5x20"



KODIAK

Polar Silver, Gunmetal
5.0x14" 5.5x14" 5.5x15" 6.0x15"
6.0x16" 6.5x16" 7.0x16" 7.0x17"
7.5x17" 7.5x18" 8.0x18" 8x19"



DORTMUND

Gloss Black, Gunmetal / Polished, Matt Bronze (20" only),
Matt Black & Gloss Black / Polished
8.5x18" 8.5x19" 8.5x20"



KIBO

Gloss Black / Polished Lip
Gunmetal,
7.5x17" 8.0x18" 8.0x19"
8.5x20" 9x20" 9.5x21"



TURISMO

Gloss Black, Bronze, Matt Black
& Gloss Black / Polished
8.5x18"



MUNICH

Gloss Black, Matt Black, Gloss Black / Polished & Matt Bronze
8.5x18" 8.5x20"



SPORTLINE

Gloss Black Polished
8.5x20"



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COVER CAR

You can get up to all sorts of interesting things inside a tent. Including building a scene-stealing show car...

Words: **Daniel Bevis**
Photography: **Si Gray**

Car shows today can be a bit overwhelming.

Yes, it's excellent fun to drink in the glory of all these top-flight project builds, admiring the countless unique details and cunning engineering solutions, design quirks and fresh ideas – it awes and inspires in equal measure. But sometimes it can get a little demoralising. With the standard so high across the board (we really are in a golden age of modifying at the moment), how can you possibly hope to compete? Achieving the sort of finish that wins trophies at Players and TRAX, FittedUK and Ultimate Stance and all the other big names... that takes huge investment at high-end bodyshops and custom houses, right?

Well, not necessarily. Cars are just things. They bolt together and unbolt just like the Meccano sets

and Tamiya kits you played with as a kid. The stakes are higher but it's just as logical. And if you swallow a couple of brave pills, you can do it by yourself if you've got the tenacity to figure out how. Would you have the necessary chutzpah to take, say, a tidy Audi S3 Sportback and smooth and repaint the engine bay yourself in a tent out on your driveway just for the sake of it? Stuart Davis did. And look, it came out OK, didn't it?

More than OK in fact, and it's this car's incredible attention to detail that got us scampering back for a second look this year. And a third, and a fourth, until we just had to get it under the bright lights in Si's studio. This thing truly is flawless, and the amount of effort that's gone into it is outstanding. This shoot



Honourable In



-Tent



COVER CAR

really shows it at its best: it looks super high-end from every angle and the quality is evident when you get up close and scrutinise the details. The fact it's been built by a couple of mates out on the driveway under a tangle of ramshackle canvas makes it frankly unbelievable.

FAST AND FURIOUS

"This all started out from the first Fast and Furious days," Stuart grins, and yep, we've heard that one before. The ripples from that iconic movie series,

showing young petrolheads a hitherto unimaginable scenscape of automotive tuning, live large in the memory and continue to resonate. "I got hooked into all that, so I decided to buy a Citroën Saxo 1.1L with a full-on bodykit, blue stripes, neons and exhaust! But that was short-lived due to some ice on the road that pointed me in the direction of a lamp post!"

This was followed by some motoring highs and lows before he found himself in an Astra SRi 1.8, initially planning to keep it stock but inevitably bagging it over OZ Futuras. "That one was seen at quite a few shows over the years," he recalls. "Although it ended with a snapped spacer and losing a wheel, meaning it was broken for parts and eventually sold on as standard."

He had a taste for modding then, that's obvious, and clearly Stuart was levelling-up in the power stakes as he went. It's quite a leap from an Astra SRi to an Audi S3 though – here's a car that, in 8P guise, serves up a rowdy 261bhp in factory-stock form, the quattro system helping it to smash through the 62mph marker in 5.5 seconds. A strong choice, and an excellent way to take his modifying proclivities to the next level. "I chose the S3 Sportback because I wanted something fast, but also something I really liked the shape of," he reasons. "I always preferred the five-door S3, so that's the direction I went in."

It took an extensive search to track down this particular car, as initially Stuart was really keen on the idea of a Sprint Blue example. He test-drove a few S3s in the more popular Ibis White, just to make sure he liked the car and was making the right choice, and found himself having such a good time he seized the moment and bought a white one. "It was owned by an elderly gent who was moving abroad," Stuart

“The fact it's been built by a couple of mates under a canvas is unbelievable”



AUDI S3

Full Air Lift Performance suite
with Direnza rear camber arms
and a Pro Sport anti-lift kit



An R-Tech remap, custom exhaust, 1-piece intake pipe and intercooler lead to a respectable 372bhp

explains. "There was a decent service history and it all checked out, plus it had the full pano roof, mag ride and Bose audio that I wanted – I ended up driving it home the same day!"

Much like with the Astra, the plan was to keep it all stock, maybe just a few tweaks to tease out more power. But we hear that a lot and it always plays out the same way. Once this passion is in your blood, there's no point fooling yourself. Stuff's going to happen. Stuart was soon flexing his credit card and building up a mountain of delicious upgrades.

"With just the help of a few friends, this was built on the driveway over the next couple of years," he smiles. And he's right to be proud of this achievement. The first task was to start chasing Stage 2 levels of power, and the end result is a thoroughly respectable 372bhp – achieved by an R-Tech remap, custom exhaust system and 1-piece velocity stack intake pipe from Turn 12 Fabrication, Peron intercooler, and a few other tweaks.

"Then the paintwork needed tarting up, so I booked in for a fresh coat of Ibis... but I couldn't help myself, and it came away with a full colour change to Audi Ara Blue Metallic," he laughs. "Then the love for



COVER CAR

➔ the car was again revitalised and the hunt for Air Lift was on." This platform is well-served by the air-ride community and Stuart's undercarriage now wears the full Air Lift Performance suite working with Direnza rear camber arms, Super Pro ball-joints and a Pro Sport anti-lift kit.

"Once it was bagged, I couldn't resist carrying on with some new wheels and a retrim to top it off," he continues. The modding monster in his brain has fully taken over the controls by this point. The rolling stock is a square setup of 10x18in CCW D11Ls, and the interior is a masterful lesson in quality materials, being trimmed in Bentley nappa leather with subtle details in carbon fibre and Alcantara.

SMOOTHLY DOES IT

"In the period just before show season started, a friend said 'Why not smooth the bay?' So we did," says Stuart, with impressive nonchalance. "Just us, a driveway and a tent, it was completed in around two weeks, painted by myself in said tent." It's this lack of fear that makes the build what it is. The willingness to get stuck in rather than taking the easy route, proving



Recaro wingback seats with Alcantara backs and carbon sides



Alcantara handbrake, gearknob and gaiter

Full retrim in Bentley nappa leather

OWNER PROFILE:

Name: Stuart Davis

Age: 27

Instagram: @stu113

Occupation: Powder-coat and wheel refurbishment

First car: Citroën Saxo 1.1 LX

Favourite car: This one

Favourite mod on your car: Has to be the engine bay, purely because it's our own!

Favourite show or event: Just returned from 100% Tuning in Rotterdam – that's topped it for me this year
Track day or show and shine: Show and shine! Could never track this car. Too much camber and it'd be expensive if I ding it...

Lessons learned from this project: Too many to list, because it's mostly all been a first for us

What's next? Relax and enjoy the break, possibly a few slight changes and repaint the bay. See you in 2020!



GUTS AND GLORY

Stuart's interior is worth a closer look, as it's easy to be distracted by the flawless exterior and on-point stance – the innards are equally fabulous. It's all been retrimmed in Bentley nappa leather, with the front seats swapped for gorgeous Recaro wingbacks. You'll also spot tasteful accents in Alcantara and carbon fibre throughout, with no stone unturned – the airbag cover, the centre triangles, the armrest, everything's had careful attention paid to it. And the most obsessive detail-spotters will also note the retrofit upgrades, such as the frameless mirror from the current-model S3, and the Q3 heater controls. Every inch of this build is a riot of detail.



COVER CAR

➔ this is a game anyone can play if they really want to. "The car certainly gets a lot of attention, especially when it has the quarter-bonnet on," he says. "Or being looked at as if the wheels are falling off! But in general it's all good responses and comments, it's nice to see that others appreciate your project."

And that's the point really. Stuart's built the car this way because he wanted to. It's that simple. Yet the fact it exists within this scene means the positive peer reviews are all fuel for the fire. The 'your ride, your way' ethos is imperative, but we're all in this together. It's a community, and a perennially vibrant one.

There's always more to do. That's the nature of a show build. "I'm not really sure what next season will bring, to be fair," he grins, relishing the chaotic nature of fate itself. "I'd love to take the engine out and redo the paintwork, as it was the first time we'd done something on this scale. The bay itself was smoothed and painted with the engine still in, so I'd like to get the bay paint flawless! And there's a few more areas I'll work on, you'll have to wait and see..."

We're looking forward to enjoying the further evolutions of Stuart's Sportback. It's a car which proves that trophy winners don't exist within an elitist clique. A cool car is a cool car, whatever the means and methods. If you build it in a draughty tent instead of a pristine and hermetically-sealed workshop, that might just make it even cooler. ■



“A cool car is a cool car, whatever the methods”



TECH SPEC: AUDI S3

STYLING

Full repaint in Audi Ara Blue Crystal Metallic; quarter-bonnet; RS3 front grille; carbon mirrors; carbon RS3 spoiler; gloss black mirror bases; gloss black B- and C-pillars; gloss black grilles; diffuser and splitter

TUNING

2.0-litre FSI turbo; fully smoothed bay, Revo engine and gearbox mounts; R-Tech remap (372bhp, 400lb/ft); CTS throttle and discharge pipe/muffler delete; Peron intercooler; Autotech pump internals, BCS downpipe; Turn 12 Fabrication custom exhaust system; Turn 12 Fabrication 1-piece velocity stack intake pipe; TTS engine cover; Porsche oil cap; DSG transmission remapped by R-Tech

CHASSIS

10x18in CCW D11L wheels; 215/40 Nankang NS-20 tyres; Air Lift Performance suspension; twin Viar 444cc compressors; Direnza rear camber arms; Super Pro ball-joints; Pro Sport anti-lift kit; callipers painted gloss black

INTERIOR

Full retrim in Bentley nappa leather; Recaro wingback seats with Alcantara backs and carbon sides; blue seatbelts; Pro Sport boost gauge/OSIR pod; Alcantara handbrake; gearknob and gaiter; retrimmed steering wheel and airbag cover; retrimmed armrest; trimmed centre triangles; carbon gear surround and ashtray; carbon door trims; retro-fitted Q3 heater controls; new-style frameless mirror; carbon-skinned air tank; chrome hardlines; twin compressors on show

THANKS

Many thanks are needed! Dan Watts from DW Automotive for generally building the whole car with me and looking after it a lot of the time; Ben Gilbert from Turn 12 Fabrication for the fabrication of exhausts and intakes along with welding inside the engine bay; Dips and Vish from The Custom Cars for the bonnet and paintwork; Bespoke Alloys for allowing me to build and refurbish many wheels over the years; Lavish Automotive for trimming the interior; Nan and Mum for use of the driveway I make a mess on; and Louisa, for being patient with the long evenings and weekends away!



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TRAX

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Karma did its thing and rewarded those who ignored the forecast and braved the weather...

October was bloody wet, wasn't it? I know we were basically in winter, but it seemed like it rained every day in October. And that's not a good thing when you've got one of the year's biggest car events scheduled. But by some kind of miracle, the rain clouds cleared around 4am. Yes, we were up to witness that, and not because we'd been drinking in the hotel bar until the early hours, but because that was the time our alarms went off to make the 5:30am briefing – no, we're not joking!

So anyway, it turns out Mother Nature is a petrolhead because she took off her raincoat and put on her sunnies for the day. She didn't let us off totally scot free though, as there was a cold north westerly wind. But you probably haven't come here for a forecast of last month's weather. You've come here for a report. So with that in mind, we'll crack on with it...

Thousands of car enthusiasts flooded Northamptonshire (or is it Buckinghamshire? I guess it depends where you're standing) to attend TRAX and it certainly lived up to its strap-line of being the ultimate performance car event. There was loads going on, from the Auto Finesse-sponsored Show and Shine, to the best club competitions,



through to the Drift Kings contest. Damn, some chap called Kevin even won a classic Subaru Impreza.

The day also boasted the next round of the Ed to Ed Build Off, but we won't bore you with the results of that here (you can read all about that in the projects section over on page 78).

There was also a fantastic display of children's modified rides brought by the guys and girls of the Kids Car Mods Club, a pit garage dedicated to the RC Drifters. And of course the biggest attraction of TRAX was... nope, not the public track time, although that was pretty epic, but our very own Car Culture Collection.

Other entertainment included some wicked displays hosted by some of our sister titles, including Performance VW, BMW and Audi, and there were even lowrider demos taking place.

It really was an eclectic mix of entertainment, car culture and motorsport all rolled into one action-packed day! Roll the pictures...



OUT THERE



Car Culture Collection ▶

Our annual Car Culture Collection was the smallest in years, but that's exactly how we planned it. This year we went for quality over quantity (although the forecast didn't help the numbers as we had around 10 cars pull out due to the rain). However, those who braved the wet stuff were rewarded with sunshine. Here are all the cars we had on display. And a massive thanks goes to all of those who helped us keep up the tradition of having the best display of TRAX once again!



Last month's cover car, Jake Saville's Spirit Rei PS13



Bradley's Evo gets more insane each year



The Meguiar's lads turned up





Sim's Mazda RX-7
FC is a right stunner



Car of the Show ▲

Now we might be slightly biased here, because we invited it along. But for us, the best car of TRAX 2019 was Sim Harratt's Mazda FC. Sim has built this stunning RX-7 up from a rotting mess and he's now ridiculously close to finishing it off. For us he's built the perfect FC, from the bridgeported 13B engine, to the XT-006R Cosmis Racing Wheels and the deep black paint. It gives the impression of a smooth and subtle build, but we know this project has been a true labour of love, with many many man hours lost in the pursuit of happiness. It's just so god-damn good looking and has the exhaust notes to match. This thing pulled the crowds all day and we can see why. As soon as Sim's done with the finishing touches we'll be there with the cameras and note pad.



OUT THERE



Drift Kings ▲

One of the biggest attractions at TRAX is without doubt the drifting displays that filled Silverstone's vast atmosphere with the sound of Jap and Yank V8s, 2JZs and RBs, the smell of rubber and the sight of slip wheeling throughout the day. There were three smoke-inducing rounds before the final took place at 4pm. George Barclay claimed third place while Oliver Bolton saw off stiff competition from Ian Phillips to claim top spot and be crowned 2019's TRAX Drift King. Fair play fella!



Sammy's Scooby was on the Meguiar's stand



Well done Hampshire BMW OC



And the winners are... ▲

- Show and Shine: Nathan Powney, Vauxhall Nova
- Best Regional Club Stand: Hampshire BMW Owners Club
- Best One Make Club Stand: #TeamArden
- Best Club Stand: Caddy Club UK
- Win a Car: Kevin Last



Oi, you're not Kevin! You're that bloke off the telly

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HOT RIDE



Brick Tease

Uninformed passers-by may dismiss Scott Irving's mid-nineties Volvo estate as a pensioner's garden centre runabout. But this gross error works in Scott's favour when his bagged bruiser leaves them for dead at the lights...

Words: **Daniel Bevis** Photography: **Matt Clifford**



HOT RIDE

➤ **The British Touring Car Championship has a lot** to answer for. There's a generation of old-school petrolheads out there who are desperate to live out their dreams of BTCC glory by buying a Sierra RS Cosworth or E30 M3 in order to relive the halcyon days of the 1980s. For us, the really exciting time was the Supertouring era of the 1990s.

Manufacturers' works teams were pouring astonishing budgets into developing remarkable race cars, things that looked like stickered-up examples of road-going saloons dumped on huge multi-spoke wheels. The technology inside these racers was unprecedented and scary, forever altering the perceptions of cars like the Ford Mondeo, Renault Laguna, Peugeot 406 and Vauxhall Vectra in the eyes of everyday consumers. And perhaps the coolest moment of all came in 1994 when Volvo teamed up with TWR to launch a racing version of the 850 estate. With Rickard Rydell and Jan Lammers at the wheel, these deliberately bizarre Touring Cars may not have troubled the podiums too much, but they became (and remain) many people's favourite cars of the Super Touring oeuvre.

There's a particular image that sticks in the mind for the die-hard fans and it's what you see if you stick 'BTCC Volvo 850' into Google Images – the amusingly frisky sight of seeing a fully liveried, decked and caged 850 wagon bouncing over the kerbs with two wheels in the air. This is where they looked absolutely the coolest, no-f**ks-given at maximum attack. And it's this image which particularly struck a chord with retro brick enthusiast Scott Irving.



Stop right now, thank you very much

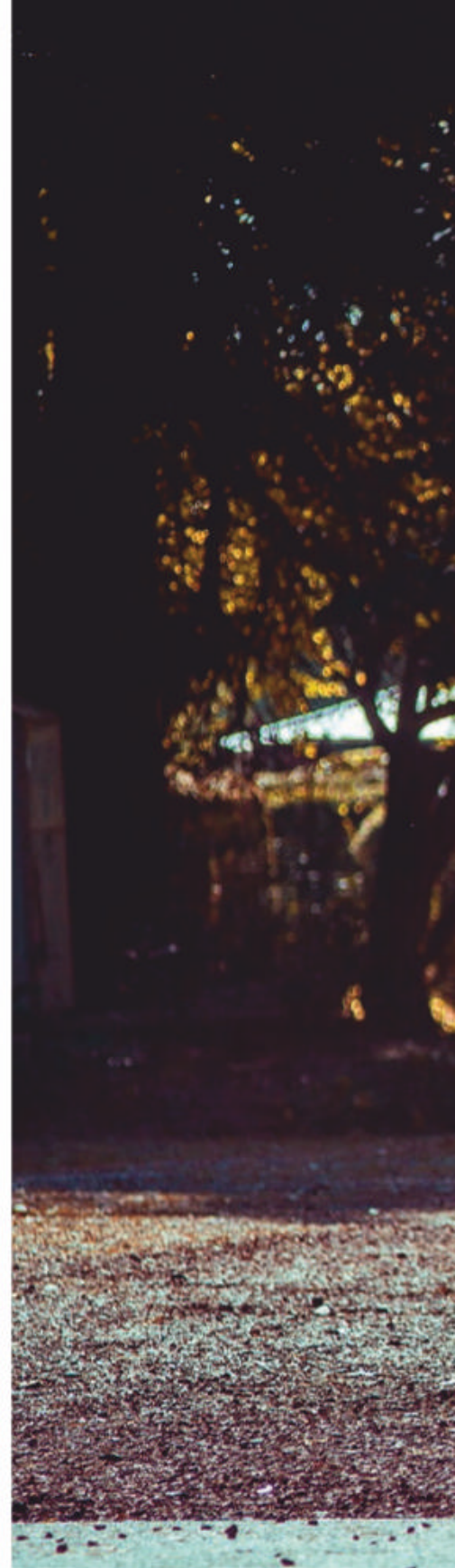
"The brakes needed specialist adapters made in order to fit with braided lines," says Scott. "The biggest obstacle in the build was getting the wheels to clear the brakes while still being able to tuck, they needed a little reworking with machining and barrel swaps." The brakes themselves are mighty; 4-pot Brembo callipers all round, each one clamping a 330mm disc from a Volvo S60 R. The rear callipers are also borrowed from an S60 R, but the fronts were originally bolted to a Porsche 993 Turbo. That's some muscular retardation!

"I'd been through a few years of driving pretty tragic and forgettable second-hand Vauxhall Corsas," he recalls. "And I knew I needed to get myself something totally different and a bit leftfield. I've always had a bit of a thing for estate cars, and given the obvious cool factor from the '90s Touring Cars, the 850 was for me the stand-out car of the time – especially when slammed to the deck and hopping over kerbs on two wheels!"

That said, he wasn't planning on building a full road-going replica resplendent in blue-and-white Securicor Omega livery. No, for starters he was happy enough to position himself, at the age of 21, in a bone-stock 850 R. And if you're not familiar with exactly what that is, allow us to fill you in on the back-story: the genesis of it all was the 850 T-5, when Volvo decided to jazz up the perceived sensibleness of their battleship-like compact-executive by shoehorning in a transverse 5-cylinder engine, a turbocharged 10-valve 2.3-litre serving up 222bhp. This really made the best of the car's clever chassis, with its delta-link semi-independent suspension and passive rear-steer, and in 1995 the model naturally evolved into the 20-valve T-5R. This had a different ECU and a bit more boost, adding up to 243bhp and 150mph+ thrust.

Porsche was involved in the engine tuning and transmission setup (as well as the seat design!), and these fully-loaded boost buses were proper stealthwagons. In early 1996, the T-5R was replaced by the 850 R, which had redesigned spoilers, sportier bucket seats, a really powerful stereo, and the much-celebrated M59 manual transmission option. This last item was seriously hardcore and came complete with a viscous LSD, and the 850 R also got a bigger TD04HL-

Rims pinched from a Ferrari F355 GT2 racer



VOLVO 850 R

Simply a tidy old Volvo estate? There's a hell of a lot more going on here



16T turbo on a reworked manifold, larger intercooler, and a bespoke Motronic ECU. The upshot of all this was 250bhp, which is more than enough to surprise people at the lights.

So this is a car you need to know about, particularly given there's only about 150 examples of the 850 R left on the road in the UK (and about half of those are the less powerful automatic-transmission versions). "That first 850 R I bought didn't last too long, as it suffered from colossal rust issues, so it was broken and scrapped – much to my disappointment," Scott recalls. "But then I saw this one for sale all the way down in Kent. Its registration number was only two digits different to my old 850, so I took it as a sign! I caught the train from Carlisle to go and view it, knowing full well I wouldn't be able to resist buying it."

There was no need for a return ticket, as fate already had this playbook marked. The car was advertised as being 'immaculate', which obviously always means 'needs a bit of work', and Scott found there was some rot in the tailgate, a whole bunch of dents and dings, some fading exterior plastics... but none of this was enough to put him off. He had plans, and he knew what he was looking at. "It was showing

“A 850 R is rare in the UK, so a bagged one blows people's minds”



➔ 152k miles on the clock, so I wasn't expecting a show car," he reasons. "Still, that number's kinda low for these cars..."

It's true that these warships are fairly bulletproof and will happily sail on into stratospheric miles, and Scott was more than happy to sign on the dotted line and cruise all the way back home in supreme comfort. And it wasn't long before the mods began in earnest: "It all started with some suggestions by my good friend Grant Gilliland to use bags, as he had recently bagged his Mk6 GTI," he recalls. "So that was decision made, and I used an Only Charged Dubs setup, made up of Air Lift Performance hardware with BC shocks and 3P management."

The next step was to carry out a full glass-out respray in the Volvo's original shade of red, Scott having dismantled the car himself at his local bodyshop. While he was building it back up again afterwards, he took the opportunity to replace as many parts and trim pieces as possible with new-old-stock items helpfully sourced by Neil at the nearby Lloyd's Volvo dealership. A set of USDM indicators found their way in too, along with a black egg-crate grille, and the rear wiper was deleted to tidy up the tail.

The real big-ticket item in the makeover, and by far Scott's favourite part of the build, is the wheel

choice. Now, you may be familiar with the fact that certain Volvos share a PCD with certain Ferraris, and what you're looking at here is a set of rims pinched from an F355. But they're not just any old mainstream Ferrari wheels. No, these are super-rare two-piece forged magnesium BBS GT2s, face-mounted and super-aggressive. If there's any way to entertainingly dissipate the sleeper vibe of an 850 R, it's to bolt on the rollers from a Ferrari race car, and we love the chutzpah of it. It's just so naughty.

"People's reactions to the car can be pretty funny," Scott assures us, "and it's almost always positive. The 850 R is so rare in the UK that you hardly ever see them anyway, so seeing a bagged one kinda blows people's minds – if they even know what it is!"

So consider this lesson learned: the uninitiated may sideline this car as simply a tidy old Volvo estate, but there's a hell of a lot going on here. Big turbo power, ultra-modern chassis tweaks, race car rims, and all underpinned by BTCC dreams... this is one red brick institution that's keen to move with the times. ■



Not even Rickard Rydell had 3P managemnet in his 850



OWNER PROFILE:

Name: Scott Irving
Age: 26
Instagram: @scotti159
Occupation: Tyre fitter
First car: Vauxhall Corsa
Favourite car: Jaguar XJ220
Favourite mod on your car: The wheels
Favourite show or event: FittedUK
Track day or show and shine: Show and shine
Lessons learned from this project: I need more money!
What's next? I want some interior parts trimmed and possibly will look at heading to Poland next year for Raceism





TECH SPEC: VOLVO 850 R

STYLING

Full glass-out respray in original Volvo 609 Red; USDM indicators; black egg-crate grille; rear wiper delete

TUNING

B5234T4 2.3-litre 5-cylinder 20-valve turbo; 3in OBX downpipe and exhaust system; OEM TD04HL-16T turbo; alloy radiator and alloy intercooler with Do88 RIP hoses; M59 manual transmission

CHASSIS

8.5x18in forged magnesium 2-piece face-mounted BBS GT2 wheels (from Ferrari F355); 215/35 Maxxis tyres; Air Lift Performance suspension on BC struts with 3P management; Brembo 4-pot front callipers (from Porsche 993 Turbo); Brembo 4-pot rear callipers (from Volvo S60 R); 330mm S60 R discs all round

INTERIOR

R-spec leather/Alcantara interior with dark wood dash; wheel retrimmed in Alcantara by Royal Steering Wheels

THANKS

Thanks to Scott Thompson for painting the wheels at such short notice; Yvonne Pascoe at AI Engineering; Phil Morton, Graham and Gary at Annan Town Garage; and most of all Grant Gilliland for being my top fan



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FRESH KIT

RAMAIR FIESTA 1.0 HEATSHIELD INTAKE KIT, £150

Back in the day, when the FC team were mere Padawan learners in the ways of the modifying force, '1 litre' loosely translated as 'grandma's shopping car'. But that's not the case nowadays, is it? The Mk8 Fiesta EcoBoost is a perfect example. This little street stormer puts out a whopping 123bhp from its 1.0 engine. Let's say that again – one hundred and twenty-three horses – more than we could ever dream of in the XR2is that none of us could actually insure in the '90s anyway! And what's more, the 1.0 is supposed to be one of the base models. The car world has clearly moved on.

Anyway, the point is that the EcoBoost is easily one of the best first cars out there and, as all first cars need first mods, this Ramair kit is right up our street, too.

The short of it is that mods have moved on as far as the cars themselves, and this kit is a far cry from banging on a universal filter and hoping for the best. Finished in an OEM-style black, it's not only one of the best-looking entry-level intakes on the market, but the high-flow foam filter has been painstakingly developed under rigorous testing to deliver a massive 58 percent increase in airflow. It also comes with its own

laser-cut heatshield to keep everything as cool as possible, a CNC machined boss for the OEM air temperature sensor, and a constant 60mm diameter all the way through.

But what's best of all? Well, that's obvious. It's simply the fact that it's proven to bag your little 1 litre even more horsepower.

Yep, it's good to be young in the 21st century, and you can get free delivery to your door tomorrow. Funnily enough we didn't have any of that in the '90s either!

www.ramair-filters.co.uk



FEATURES

- High-flow foam filter
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- CNC-machined air temp sensor boss
- Laser-cut, precision folded heat shield
- OEM-style black finish
- Free shipping and next working-day delivery

FRESH KIT

NEW PRODUCTS

The shiniest and freshest mods on the market

7TWENTY STYLE51, £135 (EACH)

In a world chock-full of gigantic rims, it's nice to see firms still innovating with smaller hoops. In fact, these brand new Style51 15-inchers from 7Twenty are easily one of our favourite wheels of the year.

You've got to be a pretty depressed individual not to love a dishy, little five-spoke rim. We can't think of any small motor these wouldn't suit either – certainly not anything that comes in the 4x100 flavour these are aimed at. But just look a little bit closer and you'll see that they're rather clever too. It's not the fact they're flow-formed to make them lighter than a squirrel's breakfast (which you can't see just by looking anyway you tit - Jules). It's that they come with a choice of two different lip designs offering different offsets.

There's a 'flat lip' version that's ideal for BBK clearance, and a 'stepped lip' job with a more pronounced face that hints at a balls-out motorsport look. Of course, this also means you can mix and match for a staggered appearance, even if you're using the same rubber all round. So, the short of it then, is that there's even more than usual to love about these lightweight, five-spoke beauties. And that's before you even get to the price!

www.7twenty.co.uk

Size: 8x15

PCD: 4x100

Offset: ET10 (Flat Lip), ET20 (Stepped Lip)

Finishes: Stone Bronze, Matt Black Centre/Gloss Black Lip



Top stocking fillers... time for some Xmas shopping!

Anker Speed Chargers, from £8

We know what you're thinking. USB chargers: pretty bloody boring, eh? Well you're wrong, because scientifically speaking, these are the absolute bollocks!

When it comes to power accessories, Anker are nothing short of a behemoth in the States, where they've sold around 30 million chargers alone. But now their offerings are available on Amazon, they're set to flood this side of the pond too.

What these guys do is produce the fastest chargers in the west. Products like the tiny, all-metal PowerDrive 2, which can juice up mobile devices 35 percent quicker than any standard charger. They also have beefier options, like the (USB and USB-C equipped) PowerDrive Speed+ 2, which not only kicks out a massive 30 watts, enough to effectively charge all the latest laptops, but it's around four times faster than standard.

To be honest, we didn't even know that was a thing. But we definitely want one now.

www.anker.com



AlcoSense Lite 2, £45

Only a complete dick would drink and drive, that goes without saying. But what about the morning after the night before? There certainly seems to be a lot of 'morning afters' at this time of year, right?

The thing is, around one in five drink driving convictions take place in the morning. So this new personal breathalyser could be a genuine licence-saver for those who don't realise they should still be in bed.

Designed as an entry-level offering, the Lite 2 may come in at under 50 quid, but they definitely haven't skimped on the tech. Boasting industry-leading accuracy, it utilises the latest semi-conductor alcohol sensor derived from the equipment used by Mr Plod and chums.

There's nothing wrong with an Eggnog or two to celebrate the festive season after all. Just don't get caught out.

www.alcosense.co.uk



EBC BRAKES RACING RP-1 PADS, FROM £99

This is what happens when you give a load of engineers three years, a few thousand hours of dyno time, and a brief to create the best performing brake pad with no expense spared. You get EBC's long awaited RP-1 range.

Direct from the specialist EBC Brakes Racing division and available for a huge collection of high-end factory and aftermarket multi-pot callipers, these are hardcore. So, it's surprising they start at the sort of money you don't have to be Adrian Newey's accountant to be able to afford. Shit, they've got stainless steel backing plates and everything!

You get industry-leading modulation for unprecedented control and feel, an extremely low wear rate, and they come thermally bedded to eliminate early-life fade. Enough to get all you trackday heroes drooling? We should say so.

www.ebcbrakes.com

**DIRENZA EURO ENGINE MOUNTS, FROM £130**

An all-time great mod that makes more difference than many think. These race-derived items increase the strength of the connection between the engine and chassis, significantly reducing movement under load and hard cornering. The result being a notable increase in handling proficiency (and predictability) and, most often, a Billy Bonus improvement in throttle response.

Uprated mounts are a bit of a bugger to design. It's not a problem for performance VAG and BMW lovers though, because Direnza have just launched a whole load of proper polybushed mounts, and these slick CAD-designed, anodised aircraft-grade 6061-T6 aluminium jobs look the part too. They're the sort of touch that lets the world know you mean business because... well, they actually mean business.

www.direnza.co.uk

Sealey LED190T 20 Watt Floodlight, £60

Bloody dark during winter, isn't it? And that's never good for the most important thing when you get home from work – messing about with your motor. It's also why we reckon every car nut deserves one of these in their stocking this year.

Kicking out 1,600 lumens of illuminating goodness (which we're told translates as 'a lot'), this tough, foldable floodlight features 112 SMD LEDs, has three brightness settings, and is powered by a rechargeable battery that lasts up to 10 hours. There's even an optional telescopic stand.

It's a posh bit of pro-toolage for sure. But even better than that, it comes in at less than half price in the Sealey Christmas promotion. So get in there sharpish...

well, before 31 December anyway.
www.sealey.co.uk

**Awesome Audio****PIONEER DEQ-S1000A
UNIVERSAL SOUND PROCESSOR, £170**

This is a small but massively sexy box of electronics designed to cause all sorts of fizzy trousers in the audiophile community. What we've got here is a full-on digital sound processor, with a built-in 4x50-watt amp, that won't break the bank.

It sounds simple enough, doesn't it? But let us direct you back to the money bit: it's a price that's simply unheard of for such a comprehensive bit of kit. There are other products of this type of course, but the nearest rival comes in at what an economics professor would call 'a shit load' more.

Anyway, the idea here is to sew up everything about the dark art of OEM integration in one fell swoop. The DEQ-S1000A allows you to expand your audio system with better speakers, and even aftermarket amplifiers, using the stock source unit. And that means you don't even have to use the internal amp if you fancy running drivers that fall on the silly side of nuclear-grade.

It accepts high and low-level inputs, which is all very handy. And it also has the ability to sort out the music signal through a 48-bit dual-core DSP with time alignment and gain control for each individual speaker, along with a 13/31 band EQ.

Oh yeah, and you can control the whole lot through the Pioneer Sound Tune smartphone app, for maximum 21st century smugness.

Basically speaking then, if you're on a budget and keeping your standard headunit, it's the only way you're going to get a party anything like an S Club party. Banging, in every sense of the word!

www.pioneer-car.eu



LIFESTYLE

The car culture experience doesn't just belong in the garage



LEGO® TECHNIC LAND ROVER Defender, £159.99

Well the guys and girls over at our favourite toy building-block makers didn't waste anytime launching their latest vehicle colab. In fact, LEGO's take on the 2020 Defender was launched alongside the New Defender at the Frankfurt Motor Show!

The 2,573-piece LEGO model was developed with Land Rover to include authentic bodywork and a host of realistic functions including an in-line six-cylinder engine, gearbox with high and low ratios, independent suspension, expedition roof rack and a working winch! Niels Henrik Horsted, marketing director at the LEGO Group, said: "With every LEGO element, children can build anything they can imagine. I'm very excited about this new model – a truly impressive job done by our designers. Together with Land Rover, we've blended elements, design and innovative engineering into a set that shows the boundless creativity of LEGO play, and that with LEGO Technic you can build for real."

It's in the shops now and we reckon it could be 2019's must-have Christmas toy, so our advice is to buy and build it now. There's no point in waiting for Santa. After all, he's let us down on countless occasions in the past. Damn, we're still waiting for our Viola Parsifae Lamborghini Aventador from 2014!

www.lego.com

DOUCHEBAGS BACKPACK PRO, €199

Whether you're just going around the block or heading off for the weekend, this premium 26-litre backpack from Jon Olsson's Douchebags is for you. It has everything you need and nothing you don't. The versatile design features removable chest and hip belts, Db Patented Rib Cage Technology and a separate easy access laptop pocket that perfectly fits a 13-inch device. There's also a mesh bottle pocket, a fully openable main compartment and it's Db hook-up compatible, meaning it can hook onto many of the other bigger Douchebags range. Awesome.

www.douchebags.com



HOW TO BE FORMULA ONE CHAMPION, £10

How To Be Formula One Champion is the complete guide to hitting the big time in top-flight motorsport, starting with the basics, such as getting the look, how to manage your social-media account, the art of champagne spraying and how to wear a massive watch.

You'll learn advanced skills such as inserting 'for sure' at the start of every sentence, talking Kimi-style about key sponsors while sounding like your very life is slowly draining from your body and how to psychologically crush your teammate without him noticing. A great laugh and a must read for any wannabe racers – we just wish we'd read it years ago!

www.penguin.co.uk

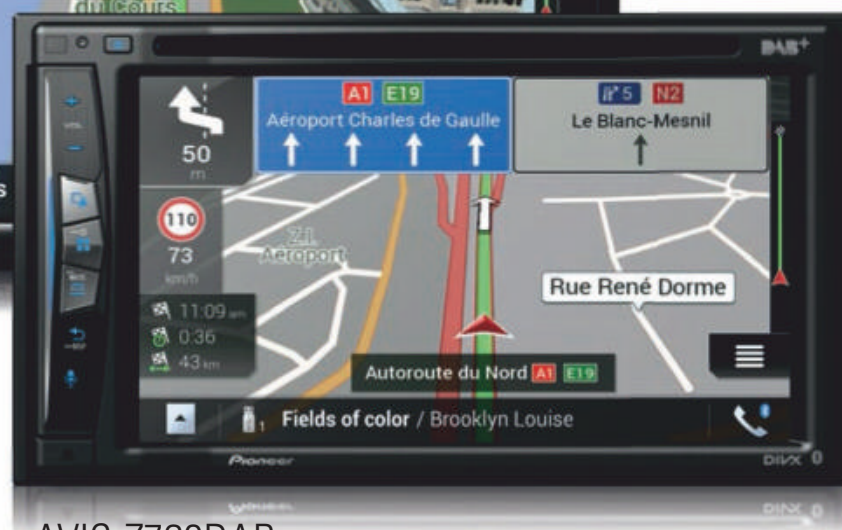
THE FUTURE OF NAVIGATION...



AVIC-Z920DAB



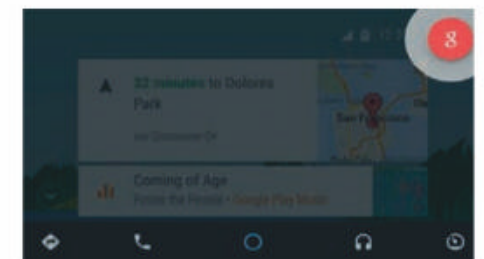
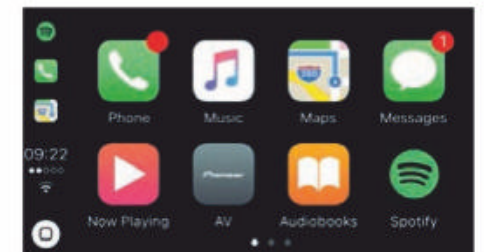
AVIC-Z820DAB



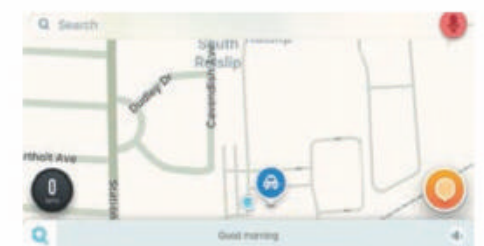
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www.autofinesse.com

Well, it is the season of the white stuff!

Snow foam is perhaps the number one detailing product that we all need at this time of year and if you read our DIY Day Jobs about winter prep last month, you'll already know why. Come to think of it, any time of year is good for using foam as a pre-wash. It's ALWAYS a good idea for limiting the damage that can be inflicted by premature contact washing and that's probably even more important if you're not that into detailing in the first place.

But that said, this isn't a test of a snow foam as such. No, this one is all about getting the stuff on your car...



THE VERDICT

For me, the best thing is that this item addresses, and solves, the most common problems associated with snow foam applicators. First of all, many believe the little spray bottle which comes with most pressure washers will be ideal for snow foam. It isn't. These are designed more for spraying on detergents and shampoos, and they're usually pretty useless for a product that needs to be whipped up to create a rich, luscious foam. In short, nothing applies snow foam like a dedicated foam lance and, even when it comes to the most expensive professional units I've got my hands on in the past, I've not come across an item that applies the foam quite as well as this design.

The second problem is simple: getting the bugger to fit your pressure washer in the first place. The vast majority of lances and application devices out there are designed to incorporate a fitting for a single brand of washer. Very often this can't be changed, and there's nothing more disappointing than finding out your washer isn't on the fitment list. So the real genius here is that the adaptors on offer cover just about every brand of washer you're likely come across, far more than any other lances I've seen on the market.

Other than that, it's all a bit of a no-brainer. The features like the twisty nozzle and top-dial knob thingy (are they the technical terms? – Jules) make it dead easy to adjust, and it's great value for such a bit of pro-grade kit, too. Especially as they throw in a bottle of their excellent Avalanche snow foam (worth £12.99) with every order.

The perfect Xmas present then, but not just for detailing nuts. This is ideal for anyone who owns a car. But grab one for yourself while you're at it!



THE PRODUCT

Auto Finesse launched this spanky new foam lance for 2019 and it's no understatement to say it's gone down a (snow) storm in recent months. What's important though, is that from the very start, you can see that it's put together with professional use in mind. Basically speaking, it's pretty damn hardcore. A big chunk of chemical-resistant HDPE (high-density polyethylene) and brass that should last forever, no matter how many cars you're planning on cleaning.

The truth is, it's the simplicity of the design that's the whole beauty here. There's a twist nozzle for an adjustable spray pattern and the thickness of the foam can be adjusted by the knob on the top, because, well, the thicker the foam, the longer it will linger on your motor, right? That's pretty much all you can ask from an item like this, but there's more. It also incorporates an internal filter, and simple stuff like measurements on the side of the bottle, nice touches that make more difference than you might think.

What's best of all though, is that all this can be ordered with one of 10 different adaptors to perfectly match your washer. Something that's not to be underestimated.



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Words: Midge

DIY DAY JOBS & WEEKEND WONDERS

LOWERING SPRINGS

Grab yourself a bargain and then get down and dirty!

We've said it time and time again, but we'll say it once more: a car just isn't modified until it's lowered. Now, whether that's for looks or handling performance, the point is that fitting a simple set of lowering springs is not only one of the oldest mods out there, it's also one of the most wallet friendly. And that is doubly true if you do the installation bit yourself...



DO IT!

1 JACK IT UP

You know this bit by now, right? Yep, it's the classic 'don't drop a car on your nut and blame me' bit, interjected with a spot of 'always wear gloves and goggles, and follow the correct safety procedures'. In other words, you're working on a big, heavy motor so be sensible.

Once you've got your head around that little lot, you can decide on which corner you fancy tackling first (personally, I like to start on the front), then get the car up in the air, secure it on axle stands and pop the wheel off.



THE GEAR

Fitting Time: an hour or so for each corner

Cost: Springs from £90

Perhaps the best thing about lowering springs is that they're a great mod when you're on a budget. But remember that not all springs are equal, and in performance terms at least, quality is always the number one concern.

You also need to decide how much you'd like to lower your car, because slapping it right into the weeds may not always equal racecar-like handling. And, although most performance springs are designed to work well with standard dampers nowadays, that doesn't mean you'll want to go too mad. Basically, do your due diligence and ask other car owners what works best for them. A bit of friendly advice goes a long way, doesn't it?

Rather handily too, Euro Car Parts only do top quality when it comes to any part, and they stock a full range of lowering springs from all the big players (H&R, Apex, and ST to name a few) – a top notch item for just about every budget.

Specialist Tools:

Apart from the usual stuff, you'll also need a set of specialist coil spring compressors. Again you can find all sorts of these at your local Euro Car Parts, ranging from inexpensive DIY items right up to full-on floor-standing units designed for professional garages. Basically, you can't do the job without a set, but on the bright side, prices start at 20-quid.

www.eurocarparts.com



2 EYE UP THE STRUTS

Now, the premise of this job is simple: you just need to replace the standard coil spring with your shiny new lowering spring. Unfortunately, this can't be done while the suspension is on the car, so the first thing you'll need to do is remove the whole strut.

The vast majority of cars use MacPherson struts up front. Basically speaking, these are a damper with a spring over the top, held together with a top mount that acts as a pivot point for the steering. Most of the time that'll be what you're looking at, but most importantly, you'll need to know exactly how they're mounted to the car to remove them.

These will always be held in place at the top and the bottom, but there's a few variations in the method.

At the top, for the most part at least, they'll be held with two or three small bolts to the side of the central strut. But some cars (particularly VAG models and Fords) use a large centre nut and a plate in the middle.

At the bottom, some struts use a flange, secured by a couple of bolts, that mounts directly into the back of the hub (common on Japanese cars). Others, particularly cars of the European persuasion, have a sleeve set up, where the bottom of the strut slides into a



sleeve, or a hole at the back of the hub, which is tightened up with a pinch bolt.

To be honest, it's all fairly self-explanatory. So, once you know what you've got, make a plan, douse the bolts in WD40, and get started.



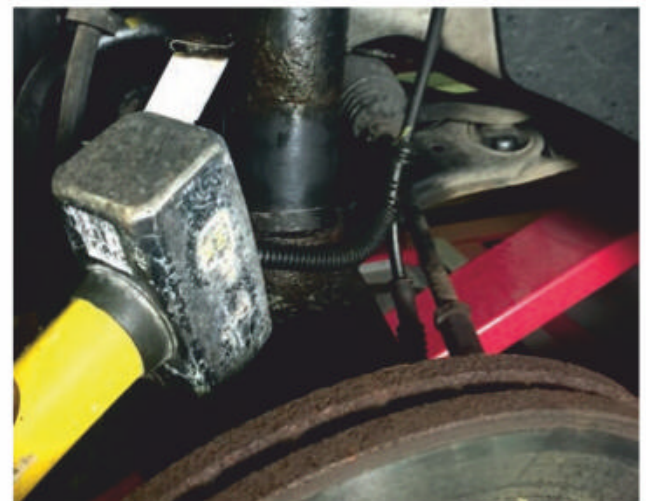
3 REMOVING THE STRUTS

First, you'll need to unhook any ABS sensors and brake hoses attached to the shock. These will be clipped or bolted on, so get them whipped off. Then turn your attention to any ARB drop links, these will need to come off too. What you're looking to do here is simply get everything out of the way leaving the main strut mounted at the top and the bottom.



Now you can support the hub with your jack and start removing the bottom bolt (or bolts). Bear in mind some cars use camber bolts at the bottom, so it's good practice to mark these with a paint pen to ensure they go back on the same way. Similarly, always make a note of the orientation of the nuts and bolts so they can go back on exactly how you took them off.

Struts mounted directly to the back of the hub tend to be easiest to remove. You simply pop out the bolts, and then the hub will flop forward, leaving the strut dangling from the top. Struts that sit in a sleeve secured with a pinch bolt may take a little more lubrication, persuasion with a lump hammer,



or a pry bar to slightly open the sleeve.

Once the strut is free at the bottom, you can move onto the top. Support the strut with a jack (or hold it) and undo the nuts (or centre nut) holding it in place. If you're lucky, you'll now be able to wiggle the strut free of the car. If it's still a little too long, and you need to compress the spring slightly to give yourself enough clearance, you can get your spring compressors in there to shorten the strut.



4 BREAKING DOWN THE STRUTS

Now you've removed your strut, the next job is to get the spring off. As I said, it's held on by the top mount, so this will have to be removed to free up the spring. First though, this is where you'll need your compressors to take the tension off the top mount – commonly known as the bloody dangerous part. The short of it is that this process needs to be respected, there are many horror stories about springs flying off, because many



don't realise that standard coils are held under heavy compression, and think it's OK to unbolt the top mount. Broken jaws aplenty!

The truth is, it's perfectly safe to remove a spring, but it can only be done with proper compressors – and that doesn't include cable ties or your burly mate from the rugby club.

The idea here is to use the compressors (in pairs, one either side) to compress the spring just

enough to take the pressure off, enabling you to remove the centre nut which holds the top mount in place, without taking your face off.

To undo the mount you may need a deep spanner and a hex key (or a smaller spanner) to stop the damper shaft from spinning. Make a note of the order that the top mount's components (washers, spacers, bearings bushes) are removed, so they can go back on in the same order.



5 REINSTALLING

Once you've broken down your strut, you can remove the spring compressors, swap the stock spring for the lowering spring and put the strut back together. Very often you won't even need to compress the lowering spring because it'll be significantly shorter.

When it comes to getting the whole lot back on the car, there shouldn't be too much head-scratching – you have just taken it off after all.

The easiest way to do this, for me anyway, is to bolt in the top first, and then use a jack to lift the hub up to the bottom of the strut, before putting the bolts (or pinch bolt) back in after a liberal helping of copper grease. Of course, it all needs to be tight, but it's always best to adhere to the factory torque setting for each nut and bolt, to avoid any snapping. Once everything is on and tightened up, go back and check it again.



6 REAR END

Most of the time the front struts make the rears look a doddle, but as always, it really depends on your car, because there are various configurations.

Some cars (commonly the Jap stuff) use a Chapman strut, a version of the 'coil-over-spring' setup we've just seen on the front. The only real difference between Chapman and MacPherson struts is that the former don't need a pivot for steering. They'll still use top mounts though, so you'll still need spring compressors to wind down the spring when you break down the strut.

Once again, with these you'll need to remove the whole strut too, and this will usually be bolted to lower control arms or a subframe on the



bottom, and secured at the top either inside the car or under the arch.

The other common type of suspension (discounting the torsion bars common on French cars, which don't need a coil spring at all) is the separate spring and damper setup.

With these, very often it's a simple case of dropping the subframe by undoing the bottom of the damper, then the spring can either be wiggled free, or shortened with compressors and then wiggled free. With the old one out, you can slap in the lowering spring, then use a jack to lift the

frame to pop the bolt back in. In many cases it's easiest to change the springs on both sides at the same time by dropping the whole rear frame.

In any case, rear suspension is generally straightforward, and apart from getting your wheel alignment checked when you're done (as you should always do when swapping suspension), that's about your lot. Easy, eh?



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Fast Mods

The A90 Supra was only launched a couple of months ago, but there's already an entourage of top-quality aftermarket components available for Toyota's flagship sports car...

When the Supra was launched earlier this year it was criticised for sharing the same platform and power source as the G29 BMW Z4. But what's the problem with that? The BMW Z4 is an extremely capable car and the B58 engine that produces an already respectable 335bhp has bags of potential for more. And guess what? The aftermarket is with us on this one. There's new styling, chassis and performance enhancing products being launched for the new Supra every day, and we're predicting it will be THE modified car of SEMA 2019 (find out next month if we were right). We've picked out our favourite mods so far...



Pandem Bodykit, from \$5400

At launch the A90 wasn't just criticised for its Z4 characteristics but also its looks, and while they are growing on us, we think the only real solution is to bolt a wide-arched Pandem kit to the car. How good does this render look? All the parts are available separately but if you tick all the boxes it'll come out at \$8,200 – a shade under 6.5k and two grand of that is for the spoiler!

www.pandemusa.com

TOYOTA SUPRA

Forge Boost Pipes, £329.99

These high-quality aluminium pipes are a direct replacement and will fit in place of the OEM plastic pipe. The larger diameter allows for increased flow compared to OEM, assisting with minimal airflow disruption. They also have an integrate water/methanol port and blanking plug, should you decide to run that set up.

www.forgemotorsport.co.uk



Forge Chargecooler Radiator, £TBA

The Forge Motorsport Chargecooler Radiator for the Toyota Supra A90 is so new Forge haven't quite finished the development yet. But they've informed us it will be out very soon. Keep an eye on their social media feeds and website for updates.

www.forgemotorsport.co.uk



Pipercross Panel Filter, £37.99

Direct fitment filter manufactured in the UK using a foam construction for the perfect balance between performance and filtration. Standard Pipercross lifetime warranty included for the original owner.

www.pipercross.net

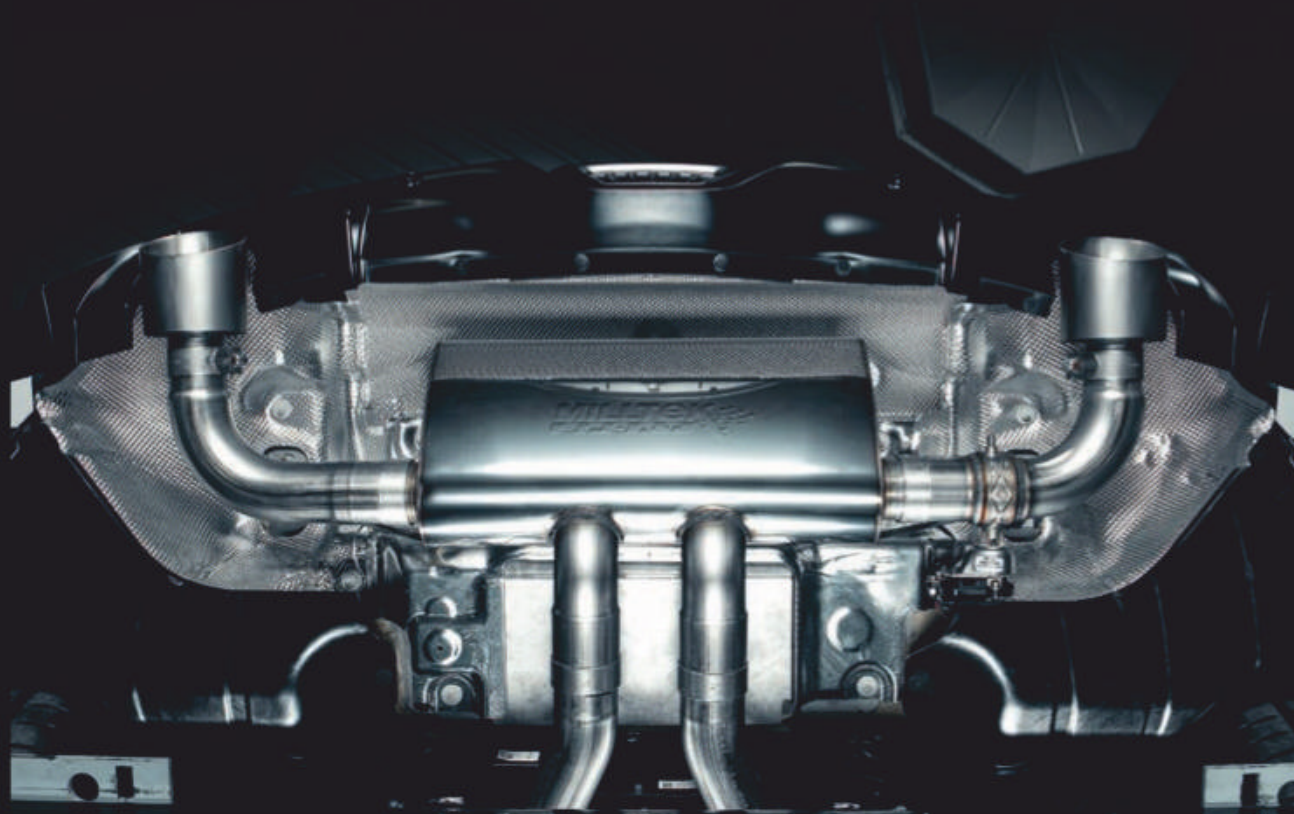


Milltek Sport Exhaust System, from £1135.36

The latest product to emanate from Milltek's Derbyshire factory is bound to be very popular. The British firm has had its own demo car for a few weeks now and has created a stunning and effective system that offers both aural and dynamic enhancements.

European and UK spec exhausts consist of a system that runs from the rear of the GPF. Resonated/EC Approved valved and Race Non-valved systems can be selected with the five trim options (Cerakote Black, Polished, Brushed Titanium, Burnt Titanium and Carbon).

www.millteksport.com

**KW Variant 3 Coilovers, From £1815**

New coilover kits for the A90 are being launched on what seems like a weekly basis, but one of the first to market were German suspension kings, KW. Their Variant 3 coilovers have always been the business and we've got no reason to think these will be any different. It's worth noting that we've also heard rumours Air Lift are developing a kit for the A90, so if you're more show than go, that might be an option worth waiting for.

www.kwsuspensions.net

**Rotiform Custom Forged WLDs, £POA**

So you'd expect the A90 to have a 5x120 or 5x114.3 PCD. But no. It's actually a 5x112. Meaning there's not an abundance of direct fit wheels available for the car yet, but it won't be long! Of course you could get a set of 5x112s and have a play with spacers, or you could just go all in and order a set of custom rims from Rotiform built to your exact requirements. As you know they have tons of styles and finishes available, but we think these Custom Forged WLDs look pretty tough! And if you've got £54,000 to spend on a new car you'll probably have enough for a set of forged rims too.

www.rotiform.com

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Photography: Slim Jules Car: Renault 5 GTT Owner: Robert Hardy

THE FC PORTFOLIO





Photography: Dan Pullen **Car:** DeLorean DMC-12 **Owner:** Nick Allen

THE FC PORTFOLIO



Photography: Si Gray Car: Audi S3 Sportback Owner: Stuart Davis

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JAPFEST & TRAX DONINGTON

11/12 JULY 2020

DONINGTON PARK CIRCUIT

FORD FAIR

2ND AUGUST 2020

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MINI IN THE PARK

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MALLORY PARK CIRCUIT, MALLORY

TRAX SILVERSTONE

4TH OCTOBER 2020

SILVERSTONE CIRCUIT, NORTHAMPTON



**SAVE
THE
DATE!**

* All dates subject to change at organisers discretion.

* All dates subject to change at organisers discretion.

 Words Emma Woodcock Photography Jules Truss

SMOKING HOT

Inspired by eighties racers and the nineties scene, this 5GTT is burning an eternal flame...

Lighting up is no good for your health. But the motorsport liveries created by tobacco companies? They're lit and emblazoned on the brains of fans everywhere. Purple and white means shovel-nosed Le Mans Jaguars; blue and yellow says Colin McRae in a sideways Subaru; black and gold is Lotus single seaters. Red with white? We could only be talking Marlboro and a look that accompanied Ayrton Senna and Alain Prost to world championship glory.

That's inspiration enough for a stand out show car, but don't race to conclusions: Rob Hardy didn't build his Renault 5 GT Turbo to channel mainstream motorsport. Oh no. Instead, he's taken inspiration from a scale model. The evocation in question harks back to a real machine that ran on the 1982 Rallye du Var. That might not mean much to some, but the driver's name will. It was Alain Prost behind the wheel, in his first, last and only stage rallying appearance. And he was driving a Renault 5 Turbo 2.

"I just fell in love with that car," Rob confesses. "And I thought that style would look cool on a Renault of my own. If you're going to modify something, it might as well have your mark on it."

This isn't the Marlboro livery as you've seen it before. Painted by Wayne Barnett at GT Turbo Spares, its main coat of Renault Glacier White is counterpointed not by an authentic, full bodied red but with a tangy orange. The explanation is simple: it's Rob's favourite colour, so it had to feature. Prominently. Flashes of orange dominate the retrimmed cabin too – and it all started with a pair of two-

tone sports seats from FK Automotive. The rear bench has been retrimmed to match, gaining a custom leather look from furniture expert McKay Upholstery, while the leather doorcards were chosen for their orange stitching. Edge speakers, hooked up to a JVC Chameleon stereo, also got the nod thanks to their tangerine highlights. Contrast comes courtesy of a custom black rooflining and carpets, both measured and fitted by Rob himself.

APRICOT ASSAULT

Pop the bonnet latch and the apricot assault continues, thanks to a custom painted cylinder head and a brace of orange silicone hoses. An aftermarket strut brace, finished in the same Glacier White as the exterior and tagged with a Marlboro transfer, provides a striking contrast. Speaking of stickers, the body benefits from a collection of sponsors' decals which closely mimic those on Prost's car. Sourced from specialist suppliers I Say Ding Dong, they've been placed with exacting reference to schematics of the original rally machine.

We're getting ahead of ourselves. Before he could prime the paint guns, Rob had to source and restore the Renault that forms the basis of his build. A lifelong 5 fan, it was the third time he'd hunted for a GT Turbo. The first proved Flinstones floor rusty and the second had a junk engine, so it would be the first time he'd be able to keep the object of his affections. "I was working in Oman when I found this





HOT RIDE



Fully rebuilt Renault 5 GT Turbo
1.4-litre turbocharged inline four



one on eBay," he remembers, "it was in a scrapyard, it was going to be a track car project and I got it for the princely sum of £350. It was my 30th present to myself!" It sure beats a watch or a night on the town.

Back in Britain, the birthday boy tore straight into his new purchase. On discovering the oil and water lines were plumbed into the wrong systems, Rob treated the Renault to a full restoration. The two GT Turbo bodykits promptly hit the market, providing valuable funds, while Rob hunted down replacement parts straight from the 90s era. He hit gold, securing a front and rear bumper from a period Prima Racing kit. "I wanted to find something different," he says, "and these make it look like a much meaner car."

Careful searching would eventually uncover the wide wheelarches, grille inserts, side skirts and stubby wing to match, but looks weren't the only topic on Rob's mind. Using a range of self-taught fabrication skills, he stripped the Renault back, built a custom rotisserie to rotate the bare shell and set to work on rotten areas. Patching and parts replacement soon got the sills, rear wheel arches and floor looking like they should, allowing focus to switch to suspension and subframe rebuilds which utilise sport-focused Powerflex purple polybushes.

Never one to shirk a challenge, Rob now embarked on his first ever engine rebuild. Major upgrades include a Scorpion 2.5-inch exhaust system, a Garrett T25 turbocharger from AET Turbos and the front-mount intercooler from a Ford Sierra Sapphire RS Cosworth – chosen for its ability to just fit under the front beam. But the renovation process focused more on dependability than outright power. "It went step by step and nothing was too horrendous," he says. "And my wife lovingly helped me with lapping the valves, which was one of the hardest tasks." Rob has used new but original specification parts to replace the cylinder head, cylinder liners and pistons, creating an engine which produces around 170bhp.

A bodyshop visit came next – and there was bad news in store. "We discovered the bumpers were shot," says Rob. "So I needed to find new ones overnight." A 12 and a half hour race to York and back followed, Rob stumbling on a miraculous pair of Prima bumpers so fresh they were still in their original gel coat. With the kit fitted, and accessorised by a pair of DTM Cup mirrors, the GT Turbo could finally take on its pugnacious shape.

The right rims weren't the work of an instant either. To fill out the wide Prima arches, any replacement alloys have to wear a tiny offset and measure one inch wider at the rear than the front. It's an uncommon combination and one that's fulfilled by a set of Image EV split rim wheels. "It was a bit of a mission," laughs Rob. "But I eventually managed to find

STUCK IN THE MIDDLE

They might look similar, but there's an ocean of difference between Rob's 5 GT Turbo and the 5 Turbo which inspired it. Developed in the late seventies for professional rallying, the Turbo takes the familiar 1.4-litre inline-four, straps on a turbocharger and dumps it behind the front seats. The mid-engined result is rear-wheel drive, capable of over 300bhp in competition trim and renowned for its fearsome handling. Tamed by some of the best names in racing, the model won four World Rally Championship rounds between 1981 and 1986, before inspiring the equally lunatic Renault Sport Clio V6.



Old school JVC Chameleon
headunit, and Edge speakers

OWNER PROFILE:

Name: Rob Hardy

Dream Drive? Renault 5 GT Turbo – nothing else grips me the same way!

Biggest lesson? How to build an engine. It's the first I've rebuilt

What's work? Avionics technician in the British military



this used set in London." The vital measurements are ideal: 15 inch diameter all round; 7.5 inches wide with a slim ET10 bump at the front; a neutral ET0 and 8.5 inches of width at the rear.

NERVE-WRACKING

Vital statistics secure, Rob could turn his attentions to style. Inspired once again by the Prost rally car, he's elected to refinish the face of each wheel in gloss black and keep the outer band in high sheen, hand-polished chrome. Peer a little closer, mind, and you'll spy some individuality on the inside rim. The little seen surface has been powdercoated in the same citrus shade as the exterior stripes.

Nerve-wracking. That's how Rob describes his first miles in his wide-arched wonder. "I knew that I'd replaced or reconstructed every single bolt," he laughs. "And that feeling lasted for the first 500 miles." Don't worry, he's still made the most of his 1397cc rager. After nothing more than a couple of round the block excursions, car and owner embarked on the eight-hour round trip to Santa Pod Raceway for Retro Show.



We just can't work out what Rob's favourite colour is?



HOT RIDE



FK Automotive faux-leather white and orange seats

TECH SPEC: RENAULT 5GT

STYLING

Prima Racing full wide-arch bodykit with GT Turbo Spares repainted in Renault Glacier White with orange Marlboro livery; I Say Ding Dong replica sponsors' decals; DTM Cup aero mirrors

TUNING

Fully rebuilt Renault 5 GT Turbo 1.4-litre turbocharged inline four with replacement cylinder head; cylinder linings and pistons; RAMAIR intake cone; Garrett T25 turbocharger by AET Turbos; Ford Sierra Sapphire RS Cosworth front-mount intercooler; Scorpion 2.5in stainless steel exhaust and downpipe; cylinder head repainted orange; orange silicone hoses throughout

CHASSIS

Image EV split rim cast alloys; 15x7.5in ET10 front and 15x8.5in ET0 rear; powdercoated in gloss black with orange inner rim and polished chrome outer rim; Apex lowering springs; lowered torsion bar; strut brace in Renault Glacier White; Powerflex Purple Series polybushes throughout

INTERIOR

FK Automotive faux-leather white and orange front sports seats; original rear bench retrimmed by McKay Upholstery; leather doorcards with orange stitching; JVC Chameleon headunit; Edge speakers

THANKS TO...

My wife Alanna Hardy for putting up with me rebuilding it for the past five years and mucking in on the rubbish jobs; Wayne Barnett for painting it; and my dad, Kevin Hardy, a fully-fledged mechanic, for being the advice on the end of the phone!

Wait a hot minute: the Marlboro machine isn't burned out yet. Rob aims to focus on both ends of the car in the coming months, fitting a custom boot install and subwoofer behind the seats and a Piper 285 high lift camshaft in the engine bay. With a little finesse, the result should be earth-shaking bass and a rolling road proven 200bhp. Add those changes to the Renault's abundant style and you've got a retro riot.

"It's never being sold," says Rob, as if we ever needed to ask. "My daughter's got her eye on it too. Even though she's only 11." Three decades after it first hit the scene, the GT Turbo is still smouldering. ■

Inspired by the Alain Prost rally car

“I wanted to make it look like a much meaner car”



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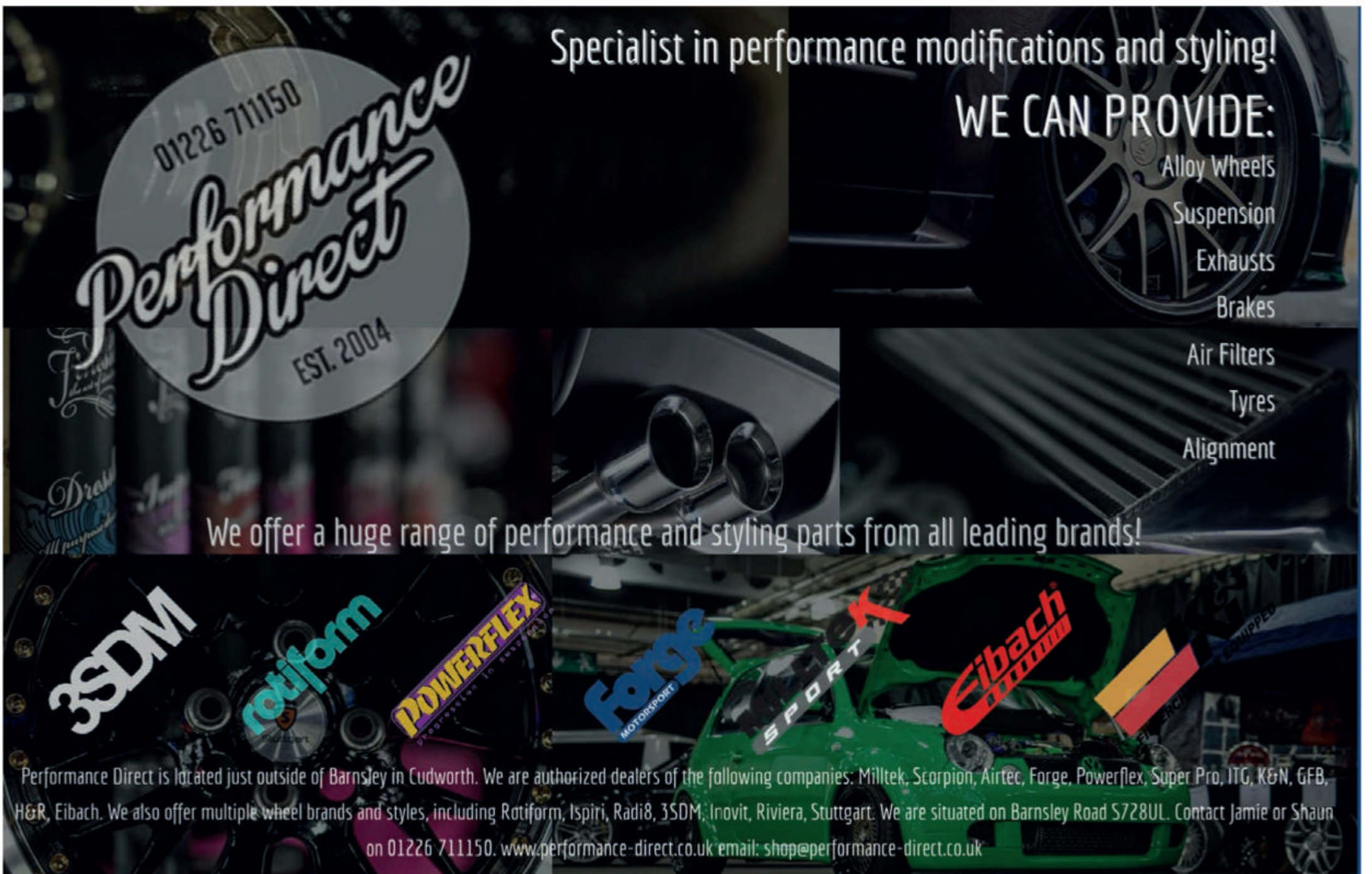
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MILLION DOLLAR BABY

words Joe Partridge pictures James Hickman

Liberty Walk's 'G-Mini' conversion for the Jimny creates a baby G-Wagen vibe that really does look a million dollars. But thanks to the efforts of Fleming Brothers Ltd and The Performance Company, building a genuine Liberty Walk custom is now more attainable than you might think...



HOT RIDE

Suzuki's perky new Jimny is the car the world needs right now. The consumer shift from traditional three-box saloons and hatchbacks toward soft-roaders, crossovers and SUVs is undeniable, with every manufacturer scrabbling to create and propagate fresh new furrows in their model line-ups. But the manufacturers who've been playing this game for generations have been able to lean their chairs back, tower their index fingers together into an amused little steeple and permit themselves a wry grin. While Audi and BMW and Mercedes-Benz frantically try to create new model niches, the old guard are well-prepared for such a scenario. Take the Suzuki Jimny: this nameplate has been representing dependable and affordable mud-plugging since it was first unveiled way back in 1970.

So there's a lot of heritage to play with here. The first-generation Jimny was a compact 4x4 that ran for 11 years, finding massive global success; when it was replaced in 1981, the second-gen model proved so popular that it was built all the way up until 1998. In turn, the next version sported a more modern look and remained in production for an impressive 20 years. These are perennially popular cars, built tough and sold cheap(ish).

The fourth-generation, launched in 2018, has been universally embraced by the motoring journalism community as well as the buying public at large. It's won all sorts of awards, along with countless hearts, thanks to its perfectly judged styling which combines retro cuteness with a gruff off-roader edge. In the current market, with on-the-road SUV prices escalating in line with the perception that a premium price tag equates to a necessarily premium product, the new Jimny is a strong choice for modern motoring. A hugely capable vehicle



wrapped up in a diminutive package, offering all manner of capabilities at a thoroughly affordable price. Consider the fact that the cheapest Range Rovers start at £83k, a Volvo XC90 is £52k before options, and even a Ford Edge will set you back £37k. Now look at the new Jimny: this starts at £15,999 brand new, and that's a bargain in anyone's books.

Naturally there's a little customisability on the options list: the SZ4 is the entry-level spec with steel wheels and functional appointments; SZ5 trim adds alloys, smartphone connectivity, touchscreen sat-nav, hill descent control, heated seats, leather steering wheel, LED headlights, and the option of automatic transmission. Essentially it's a characterful runabout that can do improbable things off-road (it's got 210mm of ground clearance, a low-range





“Style,
presence,
crushing
ability –
the G-Mini
is the
custom car
the world
needs right
now”

gearbox, and it's really light), as well as being tiny enough to make a great city car.

Now, it's fair to say that these stellar little cuboids have enough character to sell themselves. But these things can always further benefit from a little helping hand, and that's precisely what Fleming Brothers Ltd of Hunstanton, Norfolk, had in mind when they set about sketching out a unique demonstrator model for their popular dealership. “We are a main franchised dealer for Suzuki, and a young and exciting company looking to push the brand and our business forward,” explains James Fleming. “I'd heard about Liberty Walk choosing the new Jimny to be one of its featured cars two years ago, and thought it would be very cool for our family business to do something a little different. I posted a few images on social media, and through a friend in the motorsport world (Aaron Reeve at A Reeve Performance in King's Lynn) we were introduced to The Performance Company and James Pearman – who is Mr Liberty Walk EU!”

The Performance Company (TPC) is an outfit worth knowing about. The Wellingborough-based company having myriad strings to its bow (and a great many show winners and feature cars in its back catalogue), not least of which is the accolade of being the official European agent for Liberty Walk – the world-renowned modifying gods and unrivalled masters of the widebody art. With TPC's

help, James was able to begin realising his vision of the ultimate Suzuki promo vehicle. Of course, job one was to select an appropriate base for it all, and the lucky Jimny in the firing line was a fully-loaded SZ5. Because there's no point messing about, is there?

“Our Jimny is in the higher spec,” James explains. “Power comes from a 1.5-litre 16v four-cylinder, which serves up 101PS and 130Nm. The full spec on the car we chose as a base includes the selectable ALLGRIP Pro 4WD and low-ratio gearbox, dual-sensor brake support, front fog lamps, climate control air-conditioning, heated seats, 15-inch alloy wheels, rear privacy glass, LED headlights and washers, leather steering wheel, satellite navigation with smartphone link, and Bluetooth



LED headlights

LB Nation G-Mini Works
Premium bodykit



Interior options include heated seats, rear privacy glass and leather steering wheel

connectivity.” A lot of kit to squeeze into that pint-sized footprint then, but of course this was just the starting point. With Liberty Walk aspirations, James had a clear idea of how he wanted to beef up the attitude of the little off-roader.

Liberty Walk are widely celebrated for the ostentatiousness of their widebody kits for everything from Nissan GT-Rs to Lamborghini Aventadors, but when it comes to the Jimny there’s an entertaining twist. Calling their conversion ‘G-Mini’, the company’s aim here was to create a tongue-in-cheek tribute to the mighty and revered Mercedes G-Wagen – something renowned as much for its urban swagger as its militaristic ruggedness. And it can’t be denied that the G-Mini’s aspirational efforts do a lot to emulate this ethos. Additionally, there isn’t just one version of the kit to choose from; in fact, Liberty Walk offers three: the G-Mini Light incorporates the wide arches, front bumper and front grille, the G-Mini Full also adds a rear spoiler, while the G-Mini Premium is the full-fat version which also has the front roof spoiler and bonnet. Given that Fleming Brothers was very keen to do things properly, it’s the Premium version you see here. Absolutely no messing about. This is the real deal.

“We’ve also added the Pipercross performance air filter, as well as upgrading the stock alloys to the 16-inch Liberty Walk Ghostline wheels with Cooper Discoverer AT3 tyres,” says James. “The kit took a little while to come through, but we had the first Liberty Walk G-Mini in Europe – and with our friends at Michael Wicks Garage, Wisbech, the G-Mini came to life. Their body shop painted and fitted the kit for us, and are now our official bodyshop for the Liberty Walk work.”

With the help of Fleming Brother’s partner, The Performance Company, in conjunction with Liberty Walk and The GameTime 350 Run (a driving holiday company for cars and bikes which Fleming’s affiliated with), this

TECH SPEC: SUZUKI JIMNY

ENGINE AND TRANSMISSION

1.5-litre 16v four-cylinder; Pipercross performance air filter; 5-speed manual

CHASSIS

16in Liberty Walk Ghostline wheels; Cooper Discoverer AT3 tyres; ALLGRIP Pro system with low-range; hill-hold control and hill-descent; dual-sensor brake support; 3-link rigid axle with coil springs and rigid ladder frame

INTERIOR

Heated seats; climate control; rear privacy glass; leather steering wheel; sat-nav with smartphone link and Bluetooth

Exterior

LB Nation G-Mini Works Premium bodykit, comprising front bumper, front grille, wide arches, rear spoiler, front roof spoiler and bonnet

“The most affordable way to own a genuine Liberty Walk build”



brilliantly aggressive Jimny can now live its best life as the ultimate version of itself. Not only does it act as a superbly effective lure for Jimny sales in general, the G-Mini is also a conversion available to customers thanks to the efforts of James and his associates creating this custom network in the UK. Indeed, commissioning one of these little bruisers couldn’t be simpler, with the added bonus that all of this unrivalled road presence comes coupled with the fact that it represents the most affordable route into owning a genuine Liberty Walk build. Style, presence, crushing ability – the G-Mini is the custom car the world needs right now. ■

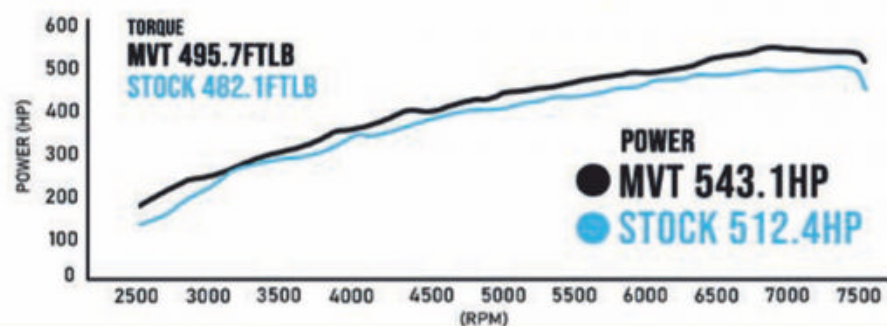
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HOT RIDE

Brave Ne



ew World



Words Joe Partridge Photography Ade Brannan

A big diesel saloon makes for a sensible family car, there's no question of that. But Cirk Robinson doesn't really do sensible. Which is why this former-520d is now a V10-powered dystopian terror...

“Fitting BMW’s troublesome 5.0-litre V10 to a project takes sizeable trouser potatoes”



Bravery is an intrinsic part of innovation. It's often said that a short-cut is a short-cut because otherwise it'd just be the way. But it's when we go in the other direction, deliberately taking the long way round in order to determine whether we can find or create something better, or more unusual, or more interesting, that the real magic happens. Naturally you have to be brave to step off the beaten track, as you don't know what sort of thorns or poison ivy or angry bears will confront you – but life's too short not to try it, right?

Now, regular readers will probably already know that Cirk Robinson is a man who enjoys guzzling brave pills and stepping into the unknown. We featured his Corsa a couple of years ago and it's just about the most mental Corsa you've ever seen: custom pickup conversion, heavily modded Nova wide-arch kit, sodding great turbo, the works. This fella is no shrinking violet. So perhaps it shouldn't raise your eyebrow too high to learn that the bruising wide-arch M5 you see here isn't actually an M5 at all... he's just turned it into one through sheer brute force, 500bhp V10 motor and all.

"The build on this car started with no intentions of touching it at all," he assures us. Yeah yeah, heard that one before. "I'd worked my arse off at a little bodyshop, and I'd seen the BMW and instantly wanted it. I thought it'd be a



11x19in ET-40 (front) and
11.5x19in ET-33 (rear)
WORK Emotion wheels

The man who transplanted a V10 drivetrain into a sensible family car. #lad



OWNER PROFILE

Name: Cirk Robinson

Age: 31

Occupation: Panel beater/paint sprayer/innovator

Instagram:

@cirkrobinson

First car: Vauxhall Nova 1.4

Favourite car: Toyota Supra Mk4, or R34 Skyline 4-door

Favourite mod on your car:

The whole outcome

Favourite show:

FittedUK

Track day or show-and-shine? Both

Lessons learned from this project:

I never learn my lessons

What's next? I want to supercharge it, maybe...

lovely family car, and I wouldn't touch it as I had the rear-engined Corsa I built to mess about with. So I enjoyed the standard silver M-Sport 520d for all of four weeks... before I bought coilovers."

Things certainly took a significant turn at this point, as Cirk hadn't realised just how beautifully comfy the 520d had been before he'd bought the coilovers – nevertheless, he's not the type to take a backward step, so he forged ahead. Snapping up a set of 20-inch Y-spoke X6 wheels, he was soon happy again, and the car continued to evolve over a variety of different looks and setups; wheels, spoilers, the usual minor mods.

STUPID DECISION

"Then came the stupid decision to make a custom Rocket Bunny-style kit for it, and a full colour change to Mazda Candy Red, with a great big spoiler, wide wheels and dragging on the ground," he laughs. "Oh, how I thought this was cool is beyond me.

"I enjoyed the car like that for about two years, until a speedy drive one night rushing to pick my kids up on time led to the build you see here... I was driving to get to collect my kids; I went round a roundabout, exactly as I did every other night, the car went into a drift, did a 180 onto



the verge, and I was going backwards looking through my rear window shouting 'Noooooooooooo, Monicaaaa!' I went backwards into a lamppost. The car cut out and I thought 'Oh shit, please drive...'"

Impressively, the car was not only driveable, but had in fact sustained only minor damage to the corner of the bumper, the spoiler, one taillight, plus a tyre had popped off the rim. An easy fix, and Cirk started collecting together



Full custom red and black interior with carbon fibre trim



the necessary parts... when what should he find for sale, but a written-off M5. Interesting. The floor was creased from a side impact and the shell was junk. But immediately the cogs in his head started to spin. Wouldn't it be fun to transplant the M5 running gear into his 520d?

Since we're on the subject of bravery, it's worth pointing out that the act of fitting BMW's iconic and famously troublesome 5.0-litre V10 to a project takes a pretty sizeable pair of trouser potatoes. This is an engine utterly fabulous if it's a good one, and a one-way ticket to the poorhouse if it isn't – and the fun part is that there's no way of knowing which way yours is going to go. It's all pot luck.

BMW's first production V10 engine, it's a formidable power unit by any standards – a naturally-aspirated 5.0-litre with DOHC, 4-valves per cylinder and double-VANOS; the block and heads are aluminium, it has individual electronically-actuated throttle bodies, aluminium oil-cooled pistons and a forged crank along with a quasi-dry-sump setup. All of this technical wizardry delivers a nice round 500bhp and 384lb/ft – and, crucially, it revs to 8,250rpm. This engine is, in short, an absolute animal. A masterpiece, if a reputationally flawed one.

We recently quizzed marque experts Munich Legends about whether or not these engines are as scary as reputation suggests and they very honestly replied that it's 50-50. Half of these motors will be essentially trouble-free for many, many miles, while the other half could eat themselves at any moment without warning; big end shell failure is a particular issue, and you don't get any notice short of a brief EML flicker before you're suddenly sat in a cloud of smoke and clutching a £10k rebuild bill. All part

of the fun though, isn't it? And Cirk's always been one to roll the dice. The mighty potential of 500bhp and 10 high-revving cylinders is more than enough trade-off for any perceived risk. Besides, once you've come up with an idea like this, there's no going back. Your entire life would otherwise become a massive what if and no-one wants to live like that.

BAGGING AND TAGGING

"So I bought the smashed M5, collected it, and stripped it down with the help of two friends," he grins. "Bagging and tagging every nut, bolt and screw so we knew what was what, we worked three weekends on it – stripping the M5 on the first weekend, and then stripping and rebuilding my E60 on the next two.

"We got it all built up with only one issue: it started, but the excitement was short-lived as the car wouldn't rev past 1,500rpm and it wouldn't go into gear. We plugged it in and scanned it for an hour or two and found nothing. The head-scratching started and so did the interrogation, asking and blaming one another, 'Did you plug everything in?' and so on. After a full weekend of searching, one of the lads said 'Pass me the driver's seat'. So we plugged it in, and bam – it started and revved all the way and went into gear, finally!"

So it had worked. Cirk had successfully transplanted the V10 drivetrain into his sensible family car! Not so sensible now, eh? And with that achieved, he set his mind to the bodywork. Ordering a set of one-off WORK wheels, he knew exactly what sort of girth he needed to fill his custom wide-arches, which he then made from scratch before



Getting the red-seat treatment



What a magnificent knob

INTERIOR DESIGN

It may not surprise you to learn the incredible lipstick red interior isn't in fact a factory colour. "With the car nearly complete, my mam and I set to work on doing a full interior colour change," Cirk explains. "I guess she thought that since she spent years on the sewing machine, taking my and all my brothers' trousers up, she could do a car interior. Well, she was right... and what a job she has done. Thanks Ma. Love you!"



"It sounds like utter hell at full throttle!"



HOT RIDE

embarking upon the involved task of grafting a 1M bumper into the E60's nose to create a startling hybrid of aesthetic styles. A set of unique vents, inspired by the E46 GTR, were grafted into the bonnet, and the whole shell was bare-metalled and prepped for primer.

"Finally, with hundreds of hours spent on the body alone, it was ready to paint," he recalls. "After a lot of back and forth with colours, I chose Range Rover SVR Estoril Blue, with a blacked-out roof full of metalflake. And so the one mod left to do was to make the exhaust system; I ordered what I needed and set to, making a 2-into-1 4-inch system. The car has the factory manifold cats on and one silencer at the back, and it sounds like utter hell at full throttle!"

All of this custom work and innovation has created something unique and, frankly, terrifying. Sure, there have been a few bumps in the road, but no-one said being a pioneer was easy. The SMG-III transmission has been particularly meddlesome, to the degree that Cirk's now a world-record holder in getting the gearbox out quick-smart to swear at it and whack it with spanners. But this is all just part and parcel of being a trailblazer. The results more than make up for the pitfalls.

"The car was built with all the anger I had in me from losing my dad, so without the massive loss of my hero and best friend I may not have built the car into how you see it now," Cirk explains. "Finally, I can simply enjoy it. Seeing people stare at it as I drive by is fantastic too, it makes the hard work worthwhile."

The proof of the pudding is in the eating. And Cirk's certainly cooked up something delicious here – a mouth-watering fusion of stylistic ingredients, garnished with plenty of tasty brave pills. ■

TECH SPEC: BMW E60

Styling

Hand-built and home-made wide arches; custom 1M front bumper; Range Rover SVR Estoril Blue paint; blacked-out metalflake roof; E46 GTR-style custom bonnet vents

Tuning

S85 5.0-litre V10, custom exhaust system; 7-speed SMG-III transmission

Chassis

11x19in ET-40 (front) and 11.5x19in ET-33 (rear) WORK Emotion wheels; 275/30 (f) and 285/30 (r) tyres; BC coilovers, M5 brakes

Interior

Full custom red and black interior with carbon fibre trim

Thanks

I'd like to thank my amazing Mam firstly; my hero/Dad; my two mates who helped with the M5 conversion; Davy for keeping me company on those long nights; and of course myself!



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FAST PROJECTS



FAST PROJECTS



SLIM JULES' SUZUKI ALTO **P078**

It's the penultimate month of Fast Projects for the Ed to Ed Build Off cars (yes again), but who won the latest challenge...

START  NEVER FINISHED

8 MAIN MODS: BC COILOVERS • NANKANG AR-1 TYRES • ROTA RB ALLOYS • TYRE STICKERS • CUSTOM FRONT ARCHES





MIDGE'S DAIHATSU SIRION **P079**

... well, don't be lazy, turn the page to find out!

START  NEVER FINISHED

MAIN MODS: BC COILOVERS • NANKANG AR-1 TYRES • ROLL CAGE • POLYCARBONATE WINDOWS • COBRA BUCKET SEAT





GLEENDA'S AUDI RS4 **P080**

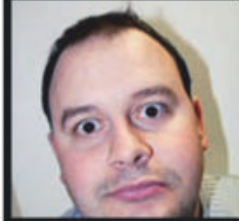
There's no stopping him now, after buying new wheels and tyres last month, he's now booked the RS4 a bodywork refresh!

START  NEVER FINISHED

MAIN MODS: MILLTEK EXHAUST • KW COILOVERS • KENWOOD HEADUNIT • ROTIFORMS • TOYOS




MISSING IN ACTION





SLIM JULES' BMW E91 **MIA**

It's been another quiet month on the mods front, but once SEMA is out the way the modding will once again commence.

START  NEVER FINISHED

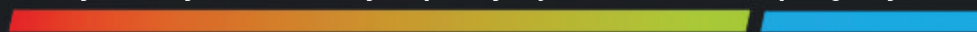
8 MAIN MODS: BC COILOVERS • B3SDM 0.04 WHEELS • HYDRO-DIPPED INTERIOR • TINTS • CARBON M SPORT WHEEL







ZERO EV TESLA-POWERED R32 DRIFTER **MIA**

Has the EV Skyline finally run out of battery? Nope, they've just been in Poland competing in Gymkhana GRiD!

START  NEVER FINISHED


8 MAIN MODS: TESLA ELECTRIC MOTOR • BC COILOVERS • RAFFA CAKES • 19 INCH WHEELS • HEADUNIT







MIDGE'S AUDI TT **MIA**

Midge has been so busy sticker-bombing his Sirion, that he's actually forgotten he owns an Audi TT.

START  NEVER FINISHED

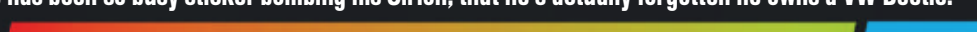
MAIN MODS: AIR RIDER SUSPENSION • COBRA SEATBELT • ARTIST'S SHARPENED NO TUNED ENGINES • ICE INSTALL






MIDGE'S BEETLE 1.8T **MIA**

Midge has been so busy sticker-bombing his Sirion, that he's actually forgotten he owns a VW Beetle.

START  NEVER FINISHED

MAIN MODS: K&N INDUCTION KIT • COBRA RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT • RUSTY PAINT



FAST PROJECTS

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THE NEXT CHAPTER...

So as it stands, it's now all square. But don't worry, the boys have decided there can only be one winner, so a fifth winner-takes-all final challenge is being dreamed up as our fingers hit these keys. The loser will face a fitting forfeit, so there's still all to play for. Check in next month for the final saga (hopefully).

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JULES' SUZUKI ALTO & MIDGE'S DAIHATSU SIRION

It ain't over until it's over...



So, after six months, loads of miles and even more smiles, the fourth and what was supposed to be the last challenge was held at TRAX Silverstone. But what was it, I hear you cry? Well, this one came down to you, the public, as both cars went head-to-head in the ultimate beauty contest: a Show and Shine battle.

That's right, the two ugliest cars to ever grace these pages were judged on their aesthetic styling. With this in mind, Jules and Midge set about giving them their last makeover in a final effort to win the battle. Midge needed the win to level

the contest, but a win for our man Jules would see him take the victory.

So what did they do to win your votes? Well, Jules followed his usual philosophy of less is more and simply bought one huge flame transfer and bolted on some more aero parts. While Midge, who was already over budget on his build, decided to buy 3,000 of the smallest stickers to sticker-bomb the entire car. This took many, many hours and he even roped in the help of the advertising team! And being the top guy he is, even his arch rival helped him out! How's that

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FAST PROJECTS



More downforce was obviously necessary on the 1.0-litre Alto



Pure flames ...



And the winner is...



Who lost again?

SEE THE VIDEOS HERE!

WWW.FASTCAR.CO.UK/TAG/ED-TO-ED/

for camaraderie?

The very next day the cars were parked up on the Adrian Flux stand and the TRAX crowds voted for their favourite. Jules was leading the overnight online poll... but somehow Midge managed to win the on-the-day vote. These two votes were then added together to give the final result. And the winner is...

Midge (Boooo - Team FC)!

Yup. That tied the series, meaning another challenge now needs to be set to decide the 2019 Ed to Ed Build-Off Champion. Find out next month what

that will be!

"I have no idea how Midge managed to win by such a huge margin. I'm sure it had absolutely nothing to do with him standing by his car and the ballot box for the entirety of the voting period," said a slightly bitter Jules. "I mean, it's not like I helped him sticker-bomb his whole car or anything [sulk]..."

When questioned on this, Midge denied any wrongdoing and said he wasn't trying to "level the playing field", after Glenda shared the online poll on Fast Car's Facebook page!



FAST PROJECTS



Glenda was both pleased and disappointed that he could clearly see his reflection



GLENDAS AUDI RS4 AVANT

The Avant takes a trip to Bridge Road Accident Repair for some much-needed TLC...



If you saw last month's issue, you'll know I've sourced some new rims from Rotiform and some fresh rubber from Toyo for the RS4. I was pretty keen to get them on, but after giving the ol' girl a clean it made me realise how much the bodywork needed some attention. You know what it's like, one month you're on top of the washing and waxing and then, before you know it, there's a few car park scuffs (none of my doing btw) and you've kind of let it go a bit. I mean, don't get me wrong, the bodywork is still pretty amazing for a 13-year old car. But it's definitely been a bit neglected of late.

Fortunately for me and my RS4, I only live a short drive away from Nathan Mardani and Bridge Road Accident Repair, who ensured me he could have the Avant looking as good as new in no time. I just needed the front and rear bumpers repainting and then a machine polish and detail. But, after being sent a few photos of the RS4 with the bumpers off, it

got me thinking about all the chrome bits on the car, which I've never been a fan of. So I made the decision to get the front grille surround and badge painted gloss black. I'll look at getting the roof bars and window surrounds done at a later date.

Anyway, fast forward a few days and the Avant was ready for collection. As I arrived and saw it parked up under the bright lights of the paint booth, I could see that Nathan had not only fulfilled my expectations, but truly surpassed them.

The Avant looked amazing. No more stone chips, scuffs and scratches and the black grille and badge had really toughened up the front end. And most importantly, it definitely looked worthy and ready for its new wheels and rubber. So, a big thanks to Nathan at Bridge Road Accident Repair and his brother Matt for helping out and making sure the RS4 was well looked after.

Right, I'm off to get some tyres fitted...



Out with the chrome and in with the black

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The ransom note
was very direct



Erm, actually could I just
hang that on my wall?



Ready for business



THIS MONTH

Repair and paint front and rear bumpers
Paint grille surround and front badge
Full car machine polish

Total: **£510**

CONTACTS

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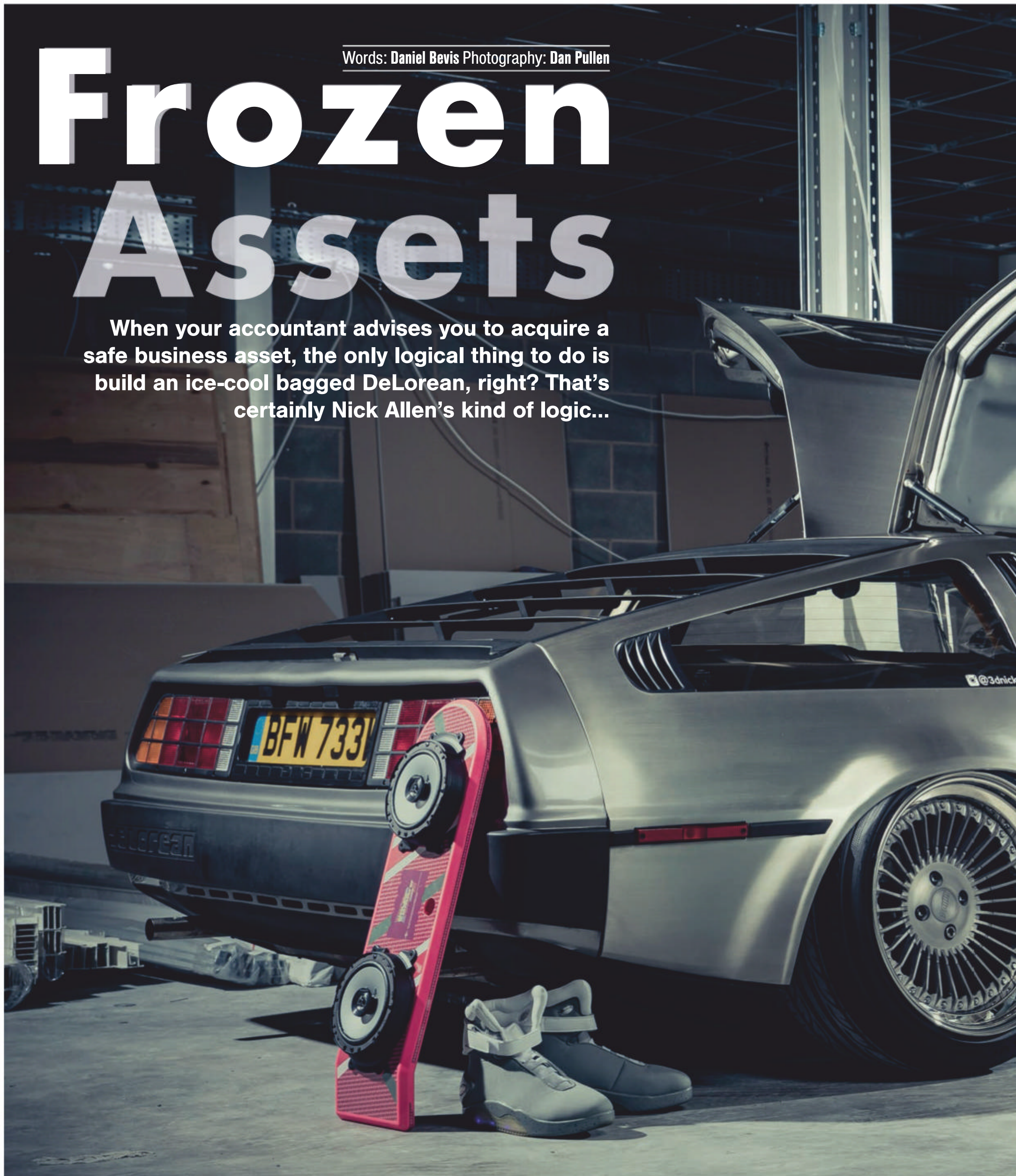


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Words: Daniel Bevis Photography: Dan Pullen

Frozen Assets

When your accountant advises you to acquire a safe business asset, the only logical thing to do is build an ice-cool bagged DeLorean, right? That's certainly Nick Allen's kind of logic...





HOT RIDE



The one-off, 3-piece RAD48 splits were made to imitate the originals

➔ **The 1980s were all business. If you weren't barking** 'Time is money, my friend!' into a huge mobile phone, resplendent in red braces and fat screw-you pinstripes, you weren't playing the game. There was no time for anything but Filofaxes, three-martini-lunches and the acquisition of colossal wealth. And if you want to buy into that eighties culture today, you've got to have your business head on. The retro nostalgia is nothing without a keen focus on the bottom line. So when Nick Allen decided to buy himself the DeLorean you see here, it wasn't a frivolous recreational pursuit – his accountant told him to do it, this was a strictly logical financial decision.

No, stop sniggering, it's true. "I run a business, which makes me the guarantor for the rent on the place," Nick explains. "My accountant said that I should buy an asset worth the value of one year's rent – that asset shouldn't be part of the business or my house, so in the event of the business going tits-up I can sell it and cover the rent for a year. My wife agreed that this was a good idea too. I didn't tell her what I had in mind, but in my head I thought 'F*** yeah, I've just bought myself a DeLorean!'"

FUTURE PROOF

Alright, at this point we should probably suggest that this perhaps wasn't a decision totally informed by logic. No-one buys a DeLorean to be sensible. And Nick's motoring history indicates that he's got a playful sense of unique modifying; regular UK showgoers will most likely be aware of his bagged Volvo P1800ES. He's also owned a brace of ex-police V70 T5s, and a couple of dozen other cars including an old-school Mk2 VW Scirocco (which he still owns), and that's essentially a DeLorean without the gull-wings, right?

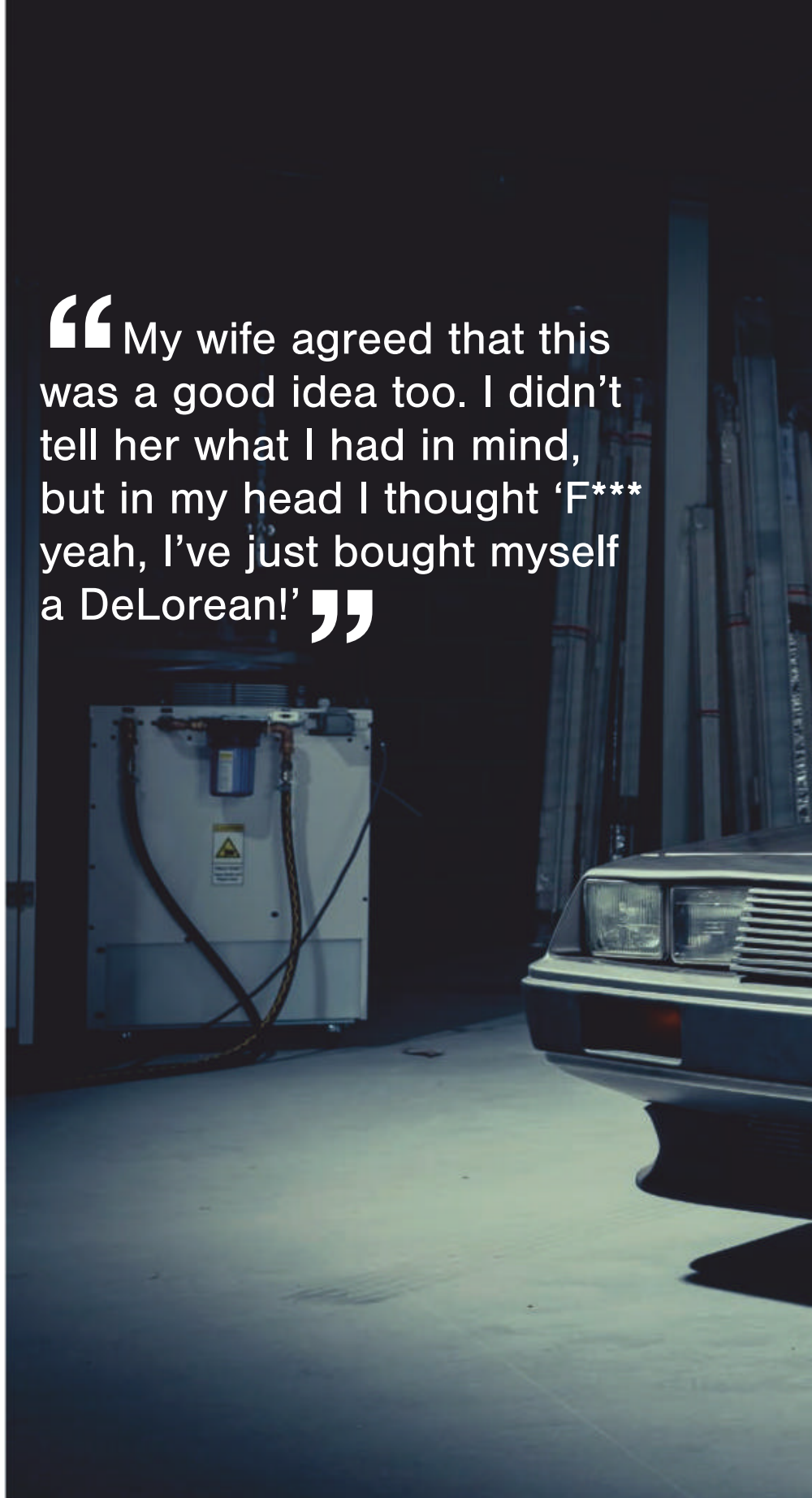
"The DeLorean's pretty much the most eighties icon out there, isn't it?" he grins. "I figured that since

“My wife agreed that this was a good idea too. I didn't tell her what I had in mind, but in my head I thought 'F*** yeah, I've just bought myself a DeLorean!'”

they're going up in value so quickly at the moment, if I didn't get one now I may never get one." Ah, you see, he's trying to justify it rationally again. As well he might, in fact, as Nick bought extremely well: "I bought it from a guy well-known in the DeLorean scene in the UK – it was imported from the USA and I became the first UK owner of the car, and its second owner overall. I had criteria of low miles and good chassis; this one came up with 5,600 miles and immaculate underneath."

It was a truly excellent find, proper investment-grade stuff, and Nick's mission statement from the start was clear: to keep it all as original as possible, with any modifications 100% returnable to stock. It's taken around a year to get the car to the point it's at now, but he reckons it'd take under two hours to return it to factory-original... aside from the slightly rolled arches, although we can forgive that minor collateral damage as there was a clear plan in place for the suspension.

"This car was born to be dropped," Nick grins. "It





Even the Doc didn't
see this one coming

just looks so much better. I'm actually amazed that this isn't more of a thing with DeLorean owners – there was one guy in Canada who did it in about 2010, but other than that I haven't seen another." The car was taken to Jonathan at Intermotiv to carry out Nick's cunning plan; Jonathan described the underside of the car as 'museum-quality' as he was unbolting bits from it, which is probably your ideal scenario when you're modding a car of this sort of age. "The kit I chose was a KNTRL system," says Nick, "mainly because we're the manufacturing partner with them, I make the cases for the controls and ECU, but also because it has a retro-cool look that really goes with the DeLorean. The gear was obviously not off-the-shelf and Jonathan had to do a lot of work to get the right bits to make the kit. The front shocks especially: these are very short, and the only ones we could find to fit were from a Morgan 3-Wheeler! He makes the bags from scratch, and the tank and management were fitted neatly in the front boot; a new floor was made up to keep the original one untouched."



HOT RIDE

OWNER PROFILE:

Name: Nick Allen

Age: 35

Instagram:

@3dnick

Occupation:

Managing Director

First car:

Renault 5

Favourite car:

Ford RS200,
or Lamborghini
Countach

Favourite mod

on your car: The
wheels

Favourite show

or event: Players
Classic, and Retro
Rides

Track day or

show and shine:

Both! But in the
DeLorean - Show
and Shine

Lessons learned

from this project:

Patience

What's next? That
would be telling...

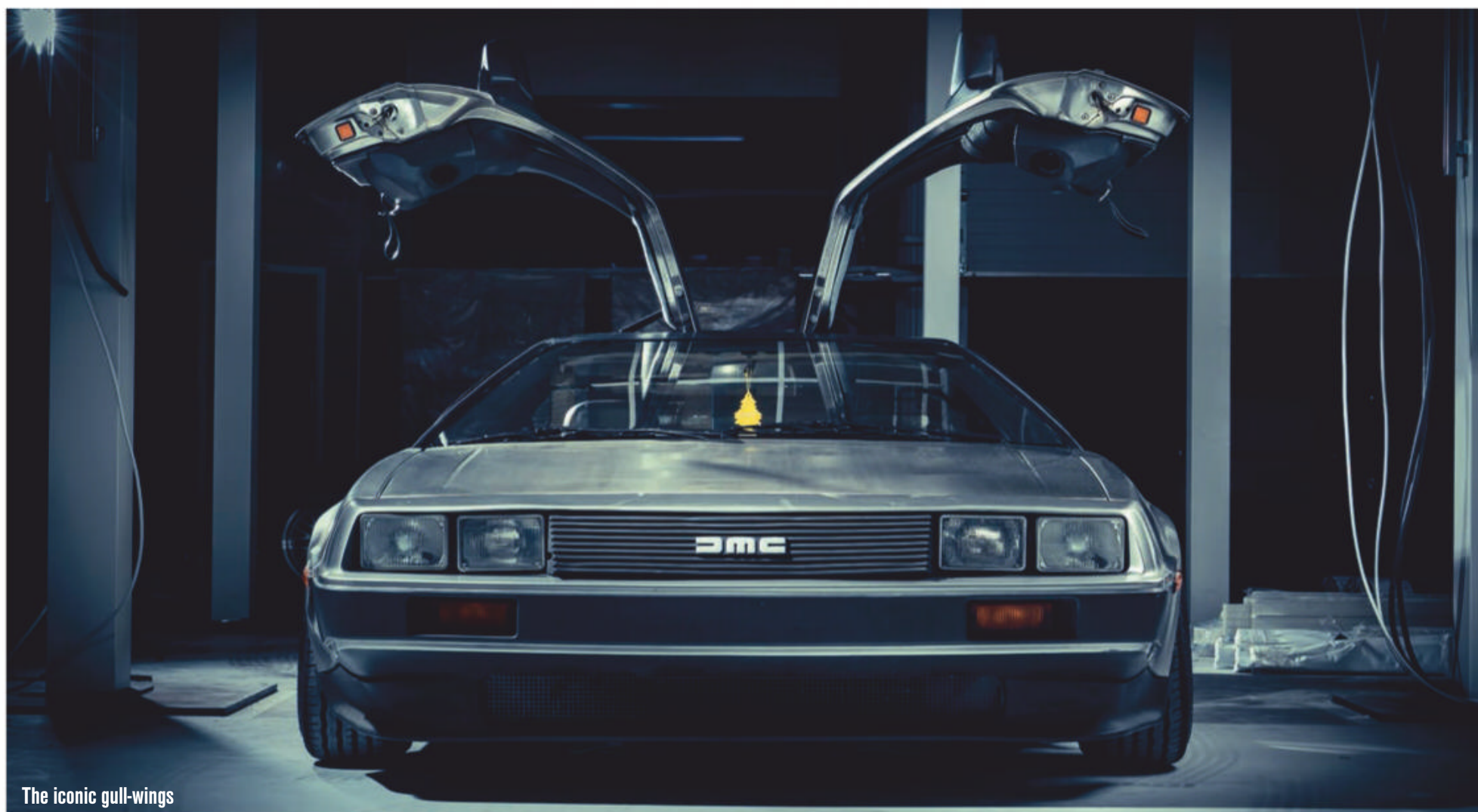


TOTALLY RAD-ICAL

With the car sitting pretty, it was time to address the aesthetics. Nick was keen to keep the exterior largely standard because, well, why wouldn't you? But there were one or two issues to address, not least the fact that Mother Nature had done her level best to turn that sublime wedge-shaped body into an entirely different shape altogether. "The body was bad, there were so many dents everywhere," he recalls with a grimace. "I took the car to Chris at PJ Grady at the start of 2019 for a full body resto – he reckoned it must have been outside in a hailstorm, there were 252 golf ball-sized dents, 90 of them on the bonnet alone." Painstaking work, as these bodies are notoriously tricky to fix [see boxout], and the flawless results are testament to countless hours of extraordinarily careful tapping and, most probably, quite a lot of swearing too.

Now, there are number of talking points with this car when it rolls into a show: the very fact that it's a DeLorean is a big one for starters, and there's also the fact that it airs out like a rock star. But for many, the key hook here is the unusual wheels. Because they look sort of like the stock multi-spokes, but at the same time they're about a billion times more awesome. So what on earth's going on there?

The answer is that they're fully custom – the only set in the whole world. "I wanted the wheels to look like a modern version of the originals," reasons Nick. "I set about designing my own in CAD which were essentially a 3-piece split version of the originals; I didn't want to make splits from the actual wheels for the same reason of making the car returnable to stock if need be. So I then sent the info to a few wheel



The iconic gull-wings

STAINLESS STEEL?

People often mistake the DeLorean's body for aluminium, but it's actually brushed stainless steel. The unusual move to let the bodies leave the factory without paint or clearcoat ensured a talking point beyond even the wacky gull-wing doors. Three DeLoreans had their bodies plated in 24-carat gold, and a number of test mules featured black fibreglass bodies for staff training purposes although these were never sold; a few DeLoreans have since been painted by their owners, but this is usually to hide body damage. You see, bare steel is a pain in the arse to fix: if you've got minor scuffs you can remove them with a non-metallic scouring pad (seriously), but you can't fix bigger dents and dings with filler because everyone will see it. It's a unique body finish, and you've got to be really careful with it... and you'll also spend half your life wiping fingerprints off it!

HOT RIDE



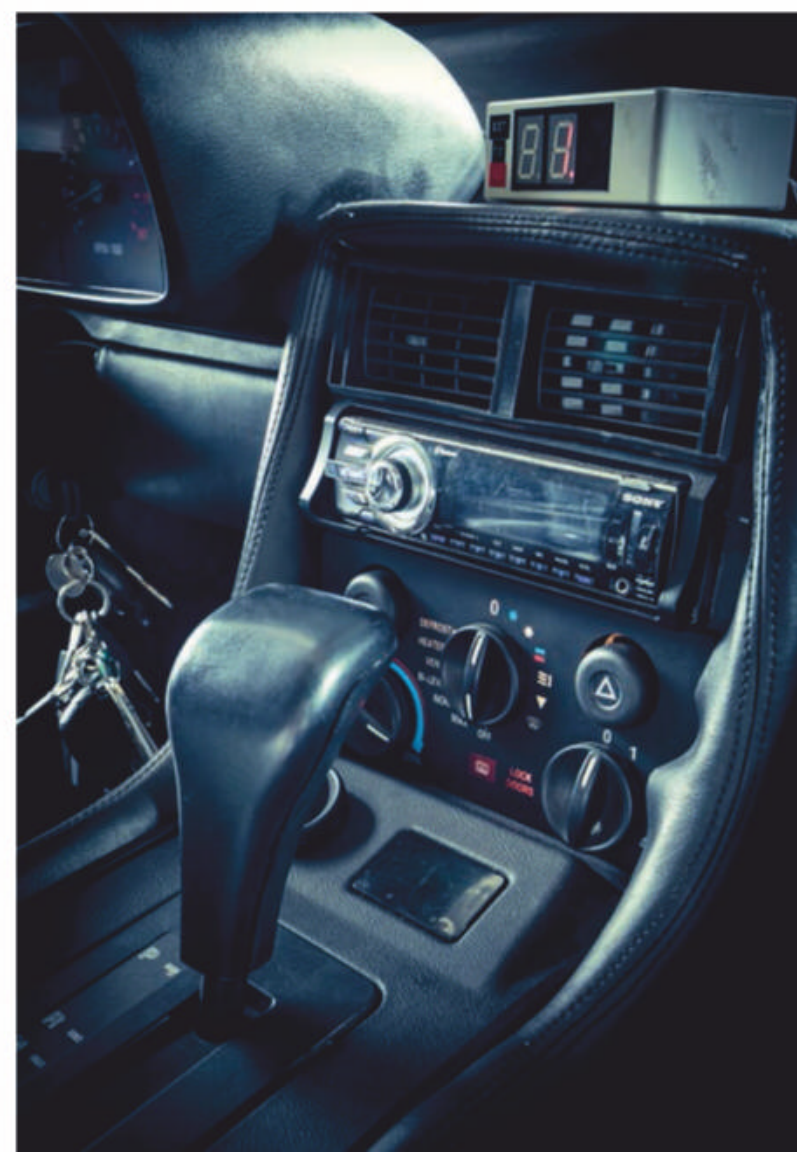
➔ manufacturers, and the only one willing to take on the job was Mario from RAD48 – he did a total redesign from my design to make them 100% road safe, and after a few months of back-and-forwarding with mods and tweaks we ended up with the final result. The design was then sent off to the factory where they make AMG wheels. I decided on a 16-inch front and 17-inch rear – 2-inches larger than the original, and an offset a whopping 70mm larger than stock on the rear when spaced (goodbye wheel bearings!) – and 35mm unspaced. I chose to space them as it meant that if I had to bring them in for any reason, such as driving abroad, I could just remove the spacers and eliminate any poke from the drive height.”

It's fair to say that, in spite of being primarily a business asset, Nick's sensible purchase isn't exactly a number on a balance sheet. It's a product of passion and excitement, and boundless creativity, and it's rapidly becoming one of the family. He loves taking it out to shows so people can enjoy his other-worldly creation, and his eighteen-month-old daughter is a handy excuse to take her out in the DeLorean and give the missus a break (win-win, right?). “The thing about a DeLorean is that even if you're not a car person, you love it,” Nick beams. “It turns heads everywhere I go; regardless of age or gender, they all look and smile! I do have problems on motorways as people hover alongside taking photos while I'm driving, and of course the real problem is fingerprints. Goddammit does it pick up fingerprints! I leave the car for half-an-hour at the show and it's covered by the time I get back because people want to see if its bare metal or not!”

There's one element, among many, that really differentiates this project, and that's the fact that it's essentially an air-and-wheels build, something

sometimes frowned upon as 'easy' in the scene – although it's pretty obvious that this is no ordinary OEM+. This is a custom in the traditional style, upgraded with ultra-modern methods. “This project took a year to essentially do bags and wheels, which some people regard as the problem with the modified car scene, but I feel that this one is different,” shrugs Nick. “So much work went into getting it to where it is. I'm proud of it.” As well he should be. This is one of the coolest cars on the scene today, there's absolutely nothing else like it out there.

And look at that, we've managed to get through an entire DeLorean feature without mentioning that movie. References? Where we're going, we don't need references... ■



When this baby hits 0/0, 0/0 you're gonna see a seriously low DMC





Don't tell Marty but we think Nick might of stolen his shoes and hoverboard

DELOREAN DMC-12

TECH SPEC: DELOREAN

STYLING:
Full body resto with steel re-brush

TUNING:
2.85-litre PRV V6, 5-speed manual

CHASSIS:
8x16in (front) and 10.5x17in (rear) one-of RAD48 DLR wheels, 195/40 (f) and 235/40 (r) Continental tyres, custom air-ride by Intermotiv: Stealth shocks and bags, KNTRL management, strengthened lower control arms

INTERIOR:
Stock interior with Back to the Future props (inc. hoverboard with integrated Bluetooth speakers)

THANKS:
“Jonathan at Intermotiv, Mario at RAD48, Chris at PJ Grady, Peter at KNRTL, and my accountant.”

“It’s a product of passion and excitement, and boundless creativity”



It turns heads everywhere it goes

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We're not sure what's more retro the Lotus Esprit or that geezer's tie-dye?

CarFest South 2019

Sunshine, celebrities and supercars a plenty at Laverstoke Park Farm



CarFest South made its long-awaited return to Laverstoke Park Farm in Hampshire in August, to celebrate its eighth year of fast cars and fundraising.

Over 50,000 car lovers basked in glorious sunshine throughout the weekend, making their way around the festival, while also helping raise money for UK Children's charities.

The days were packed with thrilling track performances, with over 100 cars – including supercars, monster trucks, hot rods and movie cars – taking to the track each day, along with a host of top manufacturers showcasing their latest offerings.

This year saw CarFest introduce two new paddocks, one of which was specially curated by former Formula 1 champion and owner



Nothing to see here, just a Mk1 Escort

Words & Photography **Glenda & CarFest**



The moment Chris spotted our Glenda



OUT THERE



of Laverstoke Park Farm, Jody Scheckter. The additional paddock was in honour of Scheckter's 40 years in F1 and winning the Drivers Championship.

CarFest also featured a host of interactive content for visitors alongside car clubs and major manufacturers showcasing a huge range of cars from Aston Martin, Lamborghini, BAC Mono, Toyota, McLaren and Caterham to name but a few.

Away from the car side of things, the festival rocked to the sounds of music legends such as Boy George & Culture Club, Jools Holland, The Jacksons, Judge Jules, Kaiser Chiefs, Rick Astley and Tom Odell.

CarFest, was created by Chris Evans in 2012 with the primary purpose of raising



Scott Chivers' latest Ferrari build!
Check out the story online



Ever wondered what a DMC-12 would look like on bags...



Midnight Purple R33 GT-R is Simply delicious



funds for UK children's charities and over the past seven years has helped contribute over £13.5million for BBC Children in Need. This year the festival has added a further four charities to the mix.

"What a magnificent and emotional weekend this was," Chris Evans said. "I laughed, I cried, and we all celebrated the great resilience and strength of young people.

"Each year CarFest restores my faith in mankind and particularly the British public. CarFesters are absolutely amazing and they continue to give so generously to these amazing charities.

"I just want to say a big thank you to everyone who helped make the sixteenth CarFest, possibly one of the best ever!" ■



ARSE END

Quotes of the Month:



Midge: "Get out - it looks nothing like me!"



Glenda: "I found this in a men's toilet. Well cool, eh?"
Jules: "You really ain't right, are you?"



Nein!

We have to commend your efforts G, but when we said we were after something small, aggressive and German, we were thinking more on the car front. And, before you ask, 'little Gerhart' wouldn't make a great mascot for an old skool Deutsch special either. Let it go old man, let it go.



Invention of the Month

We're not sure if it'll catch on, but we were mighty impressed by Glenda's new invention; "the plaster you know which side to rip off". Of course, what we're even more impressed by is the size of his big toe! No wonder he wears size 17s and is such a hit with the ladies... he's like something from a Marvel movie, he really is.



Chim Chim Cher-ee

Our very own Sarf Laahndan boy has always prided himself on being "from the streets" and, judging by this pic, it looks like that's exactly where he's getting a bit of extra freelance work nowadays. Then again, it could just be another excuse to do his shite (and equally fake cockney) Dick Van Dyke impression. "Wooot's all this Maaaary Poppins?" Plonker.



Ecstatic

According to Jules, Nigel Mansell got to meet his all-time hero this month. And obviously by that, he means he met Nigel Mansell and was rather excited about it. Still, at least the '90s F1 champ was just as chuffed to meet the boss of FC. We feel your pain Nige. We have to work with the bastard!

THE FC PHONE GALLERY POLAND IN RANDOM PICTURES



Text of the Month
Gok Wan ain't got shit on our Slim Julie!

NECESSARY NECESSARILY

Siht Spelling

You'd think that after a couple of decades in the writing business, our Midge would be known for more than just bad language and even worse spelling. But no. Practise, it would seem, doesn't make perfect at all. This so-called 'editor' still has to print out certain words and stick them above his desk because he can't get close enough for a spellcheck to recognise what he's trying to spell. Tricks of the trade, eh? Useless.



Best Bitter

And the award for Beer of The Month goes to... Fire Up The Quattro! As you can imagine our Glenda particularly loves this "rather fruity flavour with loads of hints of RS". So, it tastes of RS? Sounds delightful.



Viva Las Daniels

It's been a busy month here at FC Towers. Partly because of something called Brexit bringing all our deadlines forward (thanks for that guys). But mostly because Jules and Midge have been sweating their genitalia off to get the issue finished, so they can bugger off to Las Vegas for a week under the guise of 'working' at SEMA. How the other half lives, eh?

The thing is though. You'd think all this must be hard going, but the guys are experts in stress management nowadays – there's clearly nothing that six litres of Jack Daniel's on the company credit card can't sort out.

Ballers or bellends? You decide...

BLAST FROM THE PAST

ISSUE 402 – DECEMBER 2018

1 year and 13 issues ago...

- Wow, 13 issues fly by fast, eh? It seems like only yesterday...
- This 350Z from Funkeefish is still one of the maddest wraps we've ever seen. Come to think of it, that's probably the best feature title too!
- The VW Arteon is a rare best already, let alone one that can genuinely rip up cat's eyes!
- The random race liveries feature was, according to some members of the team, the best four-pager of the last decade. It's well worth grabbing a back issue, just for that.
- Stephen's Mk5 Golf was a lesson in simplicity... and tasteful awesomeness.
- TRAX was awesome last year. And funnily enough, it was this year too. Check out the full 2019 report over on page 23.
- We went all the way to Thailand to check out the ladybo... er, we mean Supachet's Mazda3. So worth it.
- It's ironic that our Midge wrote a feature on all the best garb for winter. Have you seen how he dresses?



NEXT MONTH IN FAST CAR

Posh & Decked:

Slammed Bentley Continental GT



Plus: Bagged M2, Sick Scirocco and Sensational SEMA



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